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SEVEN-SEAT SHOWDOWN

Can the all-new Tayron topple superb Santa Fe?

NEW KIA SPORTAGE

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Can an electric hot hatch really be fun?

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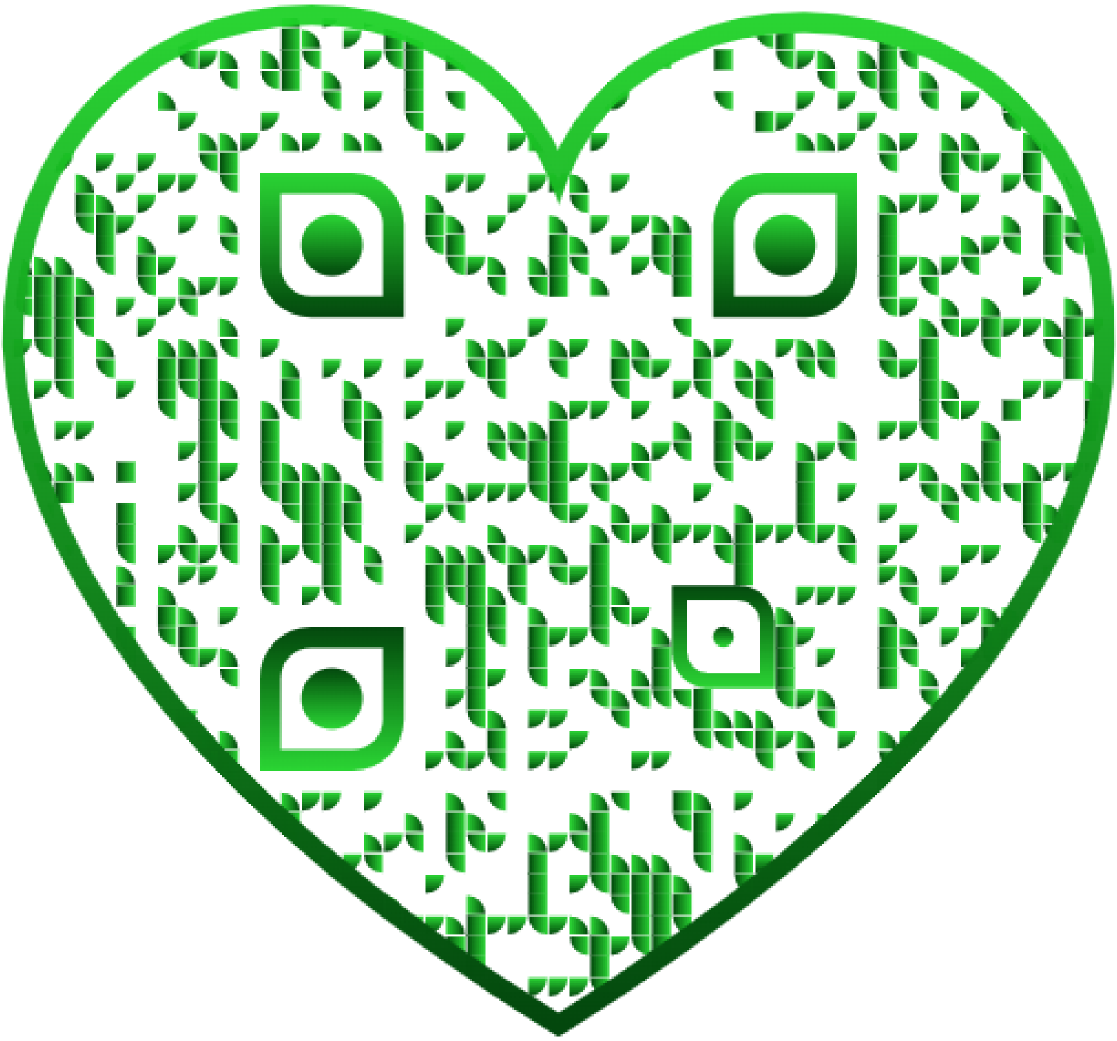
Hybrid power for Toyota's cute baby SUV

SCOOP A110 REBORN

Lowdown on Alpine two-seater's return

EXCLUSIVE IMAGE

TESTED RENAULT AUSTRAL & AUDI Q5 SPORTBACK **PLUS** WE SIT IN ON NCAP SAFETY TEST



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THIS WEEK

ANOTHER week, another kick in the wherevers for the humble motorist. Transport for London has decided the time is right for a rather chunky 20 per cent increase in the capital's Congestion Charge from next January, pushing it up to £18 per day.

TfL suggested the hike was timely, in light of increasing inflation, and framed the extra kick aimed at electric vehicles as a good thing. It says replacing the current EV exemption with a 25 per cent discount will prevent traffic levels from getting worse as EV sales rise.

But it's just another blatant anti-car measure, following the introduction of tolls on the new Silvertown Tunnel and the Blackwall Tunnel – the latter having been free for more than 125 years. And that's on top of April's VED changes, which hammer EVs through the so-called 'expensive car' supplement – £40,000 pretty much tallies with the average cost of a new car in 2025 – and various other aggressive anti-car moves. At least VED is supposedly under review, and may be addressed later this year.

> **"DRIVERS HAVE ALWAYS BEEN SEEN AS A CASH COW BY GOVERNMENTS, YET NOW IT FEELS LIKE THE AUTHORITIES ARE HUNTING THEM DOWN MORE THAN EVER"**

Drivers have always understood they need to pay their way, and have repeatedly been seen as a cash cow by Governments. Yet it feels like the authorities are hunting them down more than ever. Oxford seems to be leading the way in wanting to banish private cars, but there are many other examples. In fact, it's not a new thing. Don't get me started on the decision to reverse plans to make the Dartford Crossing free to use once the construction cost had been paid off...

There are two things at play here. Firstly, hiking tolls or introducing new ones punishes everyone; costs are rising fast enough without paying £4 each way to drive through a tunnel that has been free of charge for more than a century.

But secondly, the penalties for EVs hurt even more, especially at a time when we're supposed to be encouraging their uptake. I've heard the argument that people buying a £40,000-plus car shouldn't need incentives, but they help to get people to buy models that are less polluting than the ICE equivalent.

That's almost a sideshow, though, to the pillaging of motorists that the two London charges are symptomatic of. The car is an essential form of transport in a system with too few alternatives, and the continual financial beating of drivers is starting to grate.

PAUL BARKER

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EDITOR'S VIEW

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AUTO EXPRESS ROAD TESTS
All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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TOP STORY Kia Sportage

Jordan Katsianis

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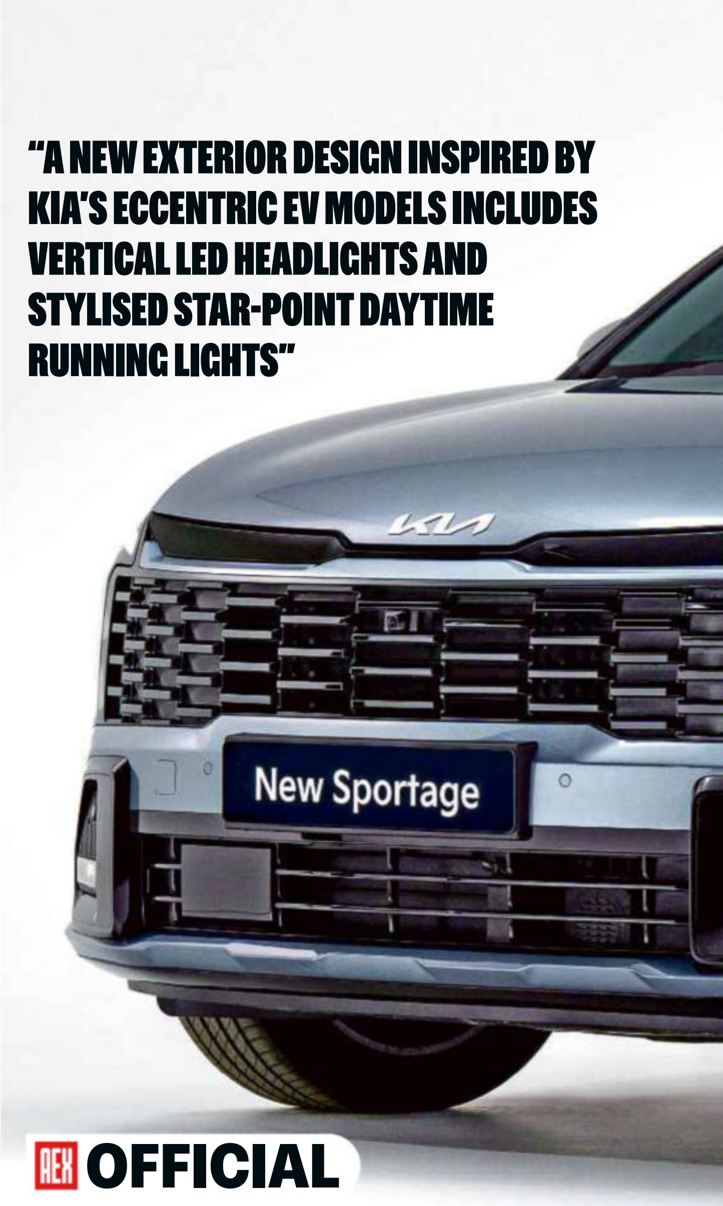


"A NEW EXTERIOR DESIGN INSPIRED BY KIA'S ECCENTRIC EV MODELS INCLUDES VERTICAL LED HEADLIGHTS AND STYLISED STAR-POINT DAYTIME RUNNING LIGHTS"

OFFICIAL

NEW-LO

Full specification and details have been ann

KIA'S plan to stay on top of the UK's sales charts is showing no sign of letting up, with a significant update of its top-selling Sportage SUV having now been revealed in full UK specification. More than 124,000 examples of the current-generation Sportage have found homes in the UK since its 2022 launch, with the car often topping monthly SUV sales figures, and on one or two occasions even sitting on top of the overall UK sales chart. That means it's a critically important car for the Korean brand.

The new model doesn't re-write the rulebook, but it will be launched with an updated selection of electrified powertrains that Kia already knows customers will love, paired with a slick new interior and exterior design. The manufacturer will continue to only offer the Sportage in its Euro-centric short-wheelbase form – Sportage models in the domestic Korean, American and Australasian markets actually feature a longer wheelbase and slightly different D-pillar design.

To help simplify the buying process, Kia will launch the Sportage in a new range of trims, defined by three clear lines, called Pure, GT-Line and GT-Line S. Each of these includes a range of powertrains made up from petrol, hybrid and plug-in hybrids, with automatic, manual, front and all-wheel drive on offer.

Every Sportage features the same styling upgrades, starting with a new exterior design inspired by Kia's more eccentric EV models. This includes a set of new, more vertical LED headlights with stylised 'star-point' daytime running lights that bleed into the grille. GT-Line models then feature a blockier lower bumper graphic with integrated foglights. The

"MORE THAN 124,000 SPORTAGES HAVE FOUND HOMES IN THE UK SINCE ITS LAUNCH IN 2022"

OOK KIA SPORTAGE

ounced for UK version of company's big-selling mid-size SUV

FAMILIAR VIEW
Front and rear styling are all-new, as are alloys, but profile is much the same as existing model's

rear lights are the same shape as before, but they now feature a new all-LED inner with star-point graphics.

Under these sits a restyled bumper, with GT-Line models once again receiving chunkier design features. The exterior updates are finished off with some new colour options, plus a range of fresh 17-19-inch wheels depending on trim level. While subtle, the exterior design's updates help align the Sportage with its newer and more dramatically styled ICE and EV range-mates and will keep it looking fresh in the most competitive sector of the new-car market.

Arguably, this harmonisation is more evident inside, because while the new Sportage might look pretty similar to the old car outside, it's

▶

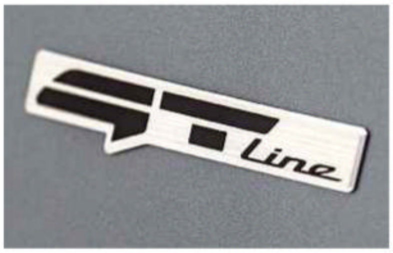
New Sportage
SPORTAGE

a completely different story inside. Kia has fitted a brand-new and much sleeker dashboard, listening to customers in order to ensure that the bits they liked stayed put, and the bits they didn't were replaced.

This starts with the upper dash, which is more streamlined, thanks to the loss of the large air vent that previously framed the screen housing. Smaller bezels and a thinner casing make the screens look sleeker and more hi-tech, despite being largely identical to before in terms of their size and operation.

All models get a 12.3-inch central touchscreen, but it's only GT-Line S models that, for now, get a second digital display in front of the driver. Entry and mid-spec models will replace this with a smaller 4.3-inch centre screen and some more rudimentary digital instruments on either side of it.

The touchscreen's interface is updated to Kia's latest system and integrates new functionality, such as the ability to connect multiple Bluetooth devices. This will allow you to do things such as run Google Maps or Apple CarPlay from one device and stream music from another. There's a new shortcut function too – activated by swiping down from the top of the screen – that gives faster access to commonly used features, such as the heater controls and audio volume.



SPECIFICATIONS

GT-Line trim is expected to be the volume seller, bookended by entry-level Pure and flagship GT-Line S

Kia has also rolled out a new AI-powered voice-control function that enhances both the functionality and understanding of your voice commands, and can be used to do everything from setting complex navigation routes with stops or point-of-interest information, to recommending music.

For even more technology, high-specification models feature a 10-inch head-up display, which is now capable of receiving information from Apple CarPlay and Android Auto for things such as navigation prompts and music information.

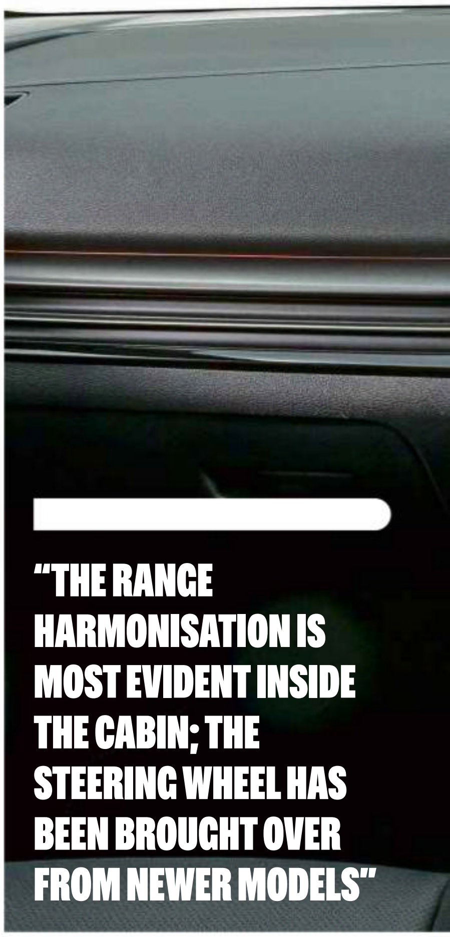
Below the main touchscreen is the same variable set of touch-sensitive switches for media playback or air-conditioning, but there's still the same knobs on both sides for a more simple touch.

Between the front seats is a familiar arrangement of knobs and switches that control the gearbox, heated steering wheel and seats, but crucially, the surround is now a brushed metal-effect material, rather than gloss black. This was requested by customers and should avoid scratching and smudging.

The steering wheel has also been brought over from newer Kia models, and features a futuristic two-spoke design, with GT-Line models picking up a white contrasting insert that matches the trim on the seats.

A large part of the reason the Sportage has been such a success in the UK is its spread of powertrain options. All models feature a proven 1.6-litre turbocharged four-cylinder petrol engine at their core – the difference is how much hybridisation each variant receives.

The entry point of the new range includes a 48V electrical system that helps streamline elements of the ICE engine by powering some of the ancillaries, plus extends the engine's start-stop functionality. It's available with a six-speed manual or a seven-speed dual-clutch automatic



"THE RANGE HARMONISATION IS MOST EVIDENT INSIDE THE CABIN; THE STEERING WHEEL HAS BEEN BROUGHT OVER FROM NEWER MODELS"

Current trip
0.0
0:05
0.0
0
MPH
0.0
POWER
ECO
CHARGE
EV
ECO
READY 22°C
P

"KIA'S PHEV POWERTRAIN HAS RECEIVED THE BIGGEST UPGRADE THANKS TO A 42BHP LIFT IN COMBINED POWER, UP TO 283BHP"

New Sportage

INTERIOR
Dash and front cabin are different, but spacious rear quarters and useful, square luggage area are the same as in current Sportage

transmission, which powers the front wheels and produces 148bhp.

Next up is the full hybrid, which in this new generation is upgraded by 28bhp to 235bhp, thanks to a more powerful electric motor. This is paired with a six-speed automatic transmission that drives the front wheels, or an optional all-wheel drive system in the top-spec GT-Line S.

Finally, Kia's PHEV powertrain has received the biggest upgrade, thanks to a 42bhp lift in combined power to 283bhp. Kia hasn't spilled all the technical beans, though, so there's no confirmation or otherwise of any improvements to the existing car's 40-mile electric range. This was already only average for the class in terms of range, but with VW's Tiguan now capable of up to 77 miles, and a range of Peugeot and Citroen PHEVs with similar ranges just around the corner, it could be the new model's Achilles' heel, if it falls short of the tax benefits of rivals.

This is where the Kia's biggest threats lie, because the cars it's up against in 2025 are very different to when it was launched three years ago. These days, Volkswagen's new Tiguan and its Cupra Terramar cousin offer considerable boosts in hybrid technology, and they also completely outdo the Kia in terms of interior tech and perceived quality. Both are likely to be more expensive than the Kia, but this is less critical when bought on a PCP or finance option.

The Hyundai Tucson offers a very similar combination of traits, and forthcoming all-new interpretations of Japanese rivals such as the new Toyota RAV4 and Mazda CX-5 will also be tough competitors when they arrive. But for now, Kia's Sportage is sure to retain a very large share of sales in its segment in the UK. The question is, how long will that last?

Alpine sets sights on P

RANGE EXTENDER
A110 will join A390 and A290 in Alpine line-up; hypercar (below) may follow

SCOOP As

Phil McNamara

Phil.McNamara@autoexpress.co.uk

READY for the first two-seat, electric coupé with the "soul" of French racing brand Alpine? It's coming up fast and promises to be something special to rival Porsche's new Cayman and Boxster EVs (p15), Alpine executives told Auto Express.

Alpine's boss Philippe Krief and Renault Group's irrepressible leader Luca de Meo talked in depth about the replacement for the A110 coupé, revealing several technical headlines.

The electric coupé will ride on a dedicated sports car platform, has a target weight of 1,450kg (close to the Cayman GT4 RS's), should travel more than 350 miles on a charge, and packs two in-wheel motors that generate "more than enough power – I can guarantee [it]," vows ex-Ferrari director of engineering Krief.

The A110 will be the cornerstone of Renault Group's attempt to take Alpine's track pedigree and turn the brand into a seven-model premium car maker at the cutting edge of new technology. Critical to that plan is the success of the brand's new sporty electric SUV – the A390 – to generate revenue to invest in other projects.

De Meo's vision is to create France's answer to Porsche. "[The A110] is our icon, [our] Porsche 911," he says.

Although the A390 rides on an overhauled version of Renault Group's AmpR-Medium architecture, the coupé will be the first model on the Alpine Performance Platform (APP), and is set to be unveiled at the Paris motor show in October 2026.

"We decided to invest in a very modular sports car platform that will underpin the next-generation A110," explains de Meo. "The APP is the core of [Alpine]. The priority is to take that platform and develop three or four models, then we'll see what happens."

De Meo told us that APP is made of extruded aluminium sections. It will be manufactured in the Dieppe factory in France, where workers are experienced in crafting the lightweight alloy.

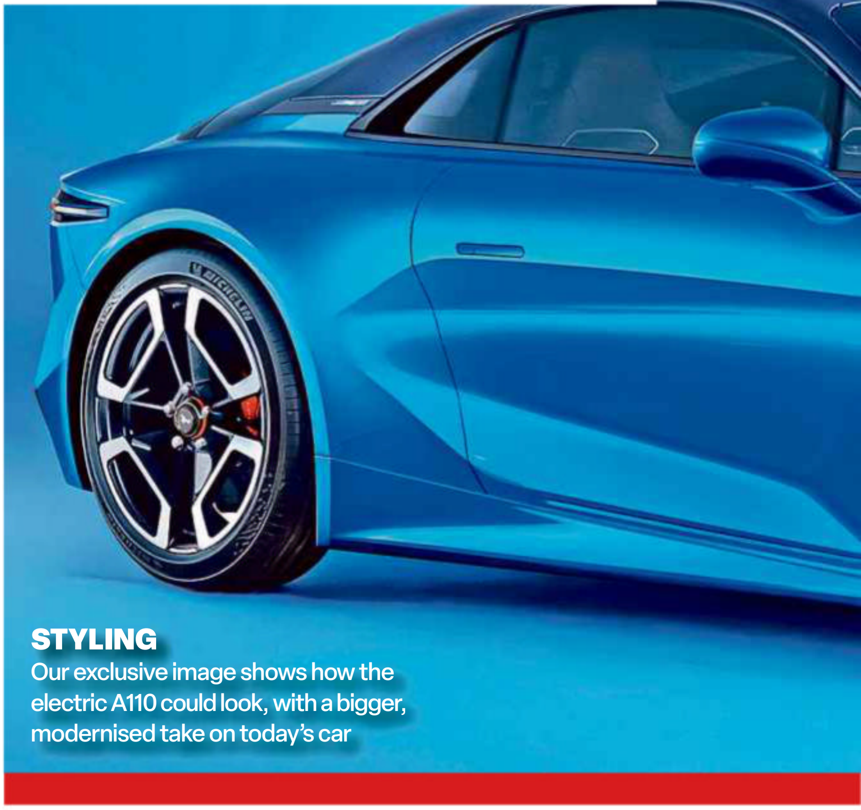
The material is critical for cutting weight. "We think we can do an EV that is lighter than a comparable combustion-engine car," he said.

The A110 will finesse the in-wheel motor technology powering the Frankenstein's monster version of the Renault 5, the Turbo 3E. Alpine has converted this £135,000 superhatch to rear-wheel drive, with rotors in the wheels to spin them. That negates the need for reduction gears and half-shafts, saving weight, and gives huge opportunity to manage torque to individual wheels. While the Turbo 3E will be a drift machine, the new A110 will be set up to carve through bends.

"There will be two motors [on the rear]," says Philippe Krief. "We'll also have an all-wheel-drive version."

And how much power will there be? In excess of 500 horsepower? "A lot!" he says. "And we are thinking of evolution also [to give a range of outputs and models]. There will be enough power, I can guarantee [it]!"

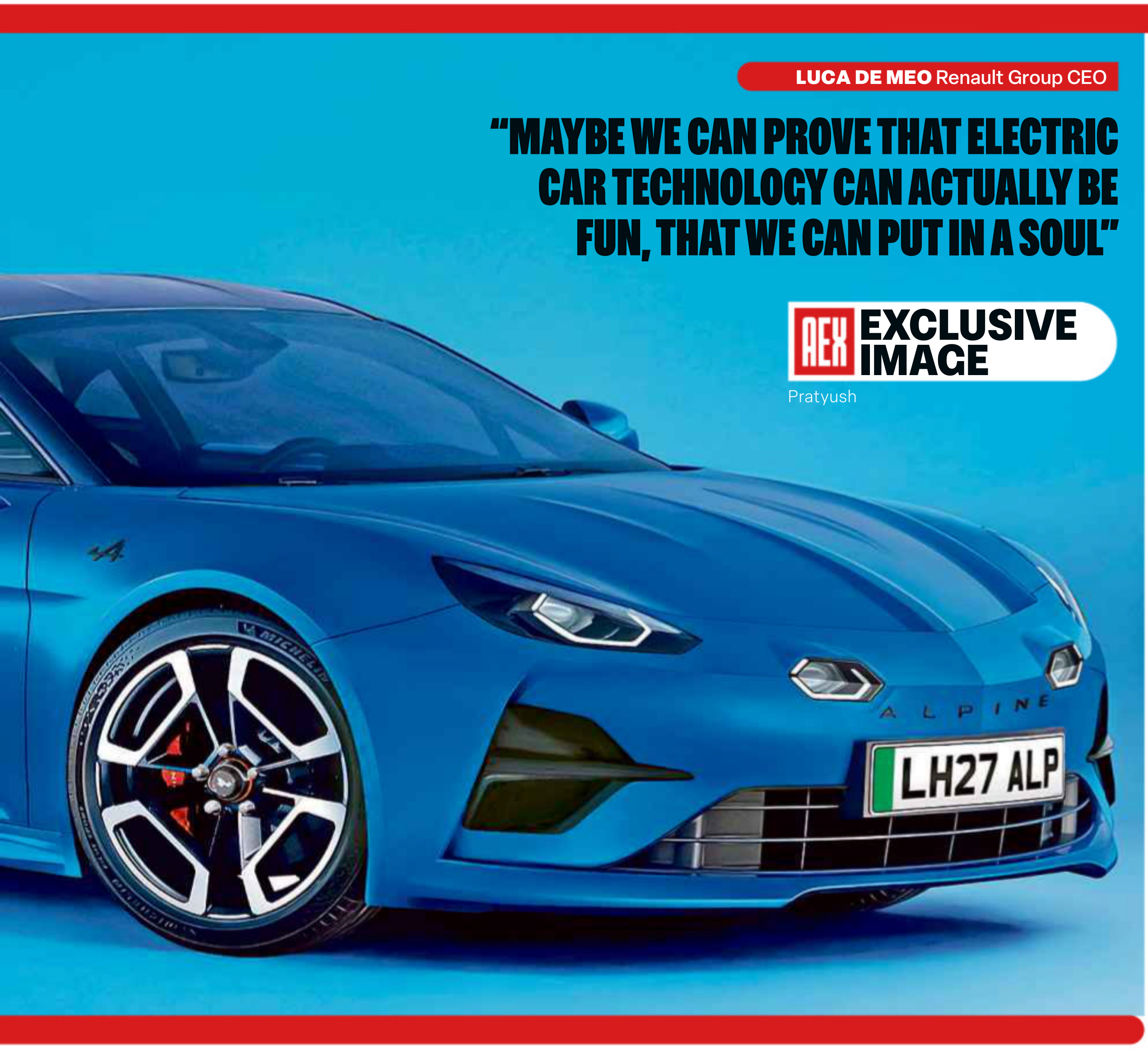
The motors will be fed by "very high energy density" batteries and an 800-volt architecture, boosting charging capability and enabling



STYLING
Our exclusive image shows how the electric A110 could look, with a bigger, modernised take on today's car

Porsche with new A110

French brand celebrates 70th birthday, bosses reveal how iconic coupé will return in all-electric form



LUCA DE MEO Renault Group CEO

> “MAYBE WE CAN PROVE THAT ELECTRIC CAR TECHNOLOGY CAN ACTUALLY BE FUN, THAT WE CAN PUT IN A SOUL”

AEX **EXCLUSIVE IMAGE**

Pratyush

> “THE A110 IS KEY TO RENAULT GROUP’S ATTEMPT TO TURN ALPINE INTO A SEVEN-MODEL PREMIUM CAR MAKER”

thinner wiring and componentry, again to reduce weight.

“In terms of motors, you optimise them – integrate all the functions in one box. Then in terms of vehicle integration, you fight for every millimetre you can reduce, every kilo on each single part. I’m not saying that it’s easy!” vows Krief.

“The weight target of the new A110 is below the best combustion car, a Porsche [718 Cayman],” he confirms.

Krief admits the electric coupé will have a slightly bigger frame than the current A110, but positioning the batteries will be key to keeping the coupé’s height below 1.3 metres – comparable with the current car. “We cannot put the battery in the floor because the car will be too high,” Krief tells Auto Express. “So we will put the battery elsewhere and we’ve found some really nice battery installation.

“A big stack is [cost] efficient and if I put my battery in two packs, it will be less efficient. But you definitely could do more than one installation. This is something we can afford because we don’t want to trade off on the project: the new A110 has to be a real A110.”

One stack could be placed behind the rear seats in the classic mid-engined position, with the in-wheel motor design freeing up some space. More cells could be located up front but behind the axle line. Weight distribution will dictate the position.

Krief says the new A110 should have a range of 600km (373 miles). And he believes the switch to electric will make an agile-feeling sports car.

“If you give the car a sense of the benefit of [being] electric – quickness in steering and responding, quickness in braking, quickness in recovering from understeer, oversteer – then you have the [lightweight] feeling. In this, electric has a huge advantage, because in terms of response an electric machine is 10 times faster than [a mechanical one].”

Alpine is also experimenting with a sound symposer on the A390, with bassier frequencies in Sport than in Daily mode. The sound is generated in real time, based on throttle position, motor speed and other variables, and this thinking is sure to influence the A110 driving experience.

The new coupé (previewed in our exclusive image) will follow its forebears in being instantly recognisable, just as Porsche design nurtures the 911’s look. “For premium brands, you need a certain consistency,” says de Meo. “There will always be some fixed points that are characteristic of Alpine so that you can recognise the products from 200 metres away.”

The new A390 displays the common threads of Alpine design, says group vice president Laurens van den Acker. “But we want to give every car its personality,” he adds.

The APP platform allows for bigger wheels to boost the stance. “And it’s versatile,” says the design director, “because you cannot make money with one sports car. It’s relatively easy to change the wheelbase or width. And that helps pull different vehicles off it.” Krief predicts APP will underpin the two-seat coupé and a roadster version, plus 2+2-seater models.

It’s an ambitious plan, which should also add a 1,000bhp hybrid supercar and potentially a bigger SUV on top.

Luca de Meo said: “In the first generation, electric cars have been, in the main, appliances like washing machines – ugly and unemotional. Maybe we can prove that electric car technology can actually be fun, that we can put in a soul. Alpine’s original position was doing more with less. That’s the window I see again.”

Toyota gives Aygo X cit

Substantial mid-life overhaul sees SUV switch to hybrid powertrain plus the arrival of GR Sport model

John Mahoney

THERE'S more than meets the eye with the new 2026 Toyota Aygo X Hybrid, because what looks like a mild facelift of the tiny SUV is actually a massive overhaul of the Japanese brand's most affordable car.

Featuring all-new bonnet, wings, grille and front bumper, as well as a redesigned floor, the car adopts the running gear from the bigger Yaris Hybrid, with all versions now featuring Toyota's e-CVT automatic.

As well as offering substantially more power, the Aygo X Hybrid should be Britain's lowest polluting non-plug-in car, with CO_2 emissions of just 86g/km. For performance fans, there will even be a GR Sport version.

But all this doesn't come cheap. When the refreshed Aygo X Hybrid arrives in early 2026, pricing is set to move from a starting figure of around £16,000 to one nearer £19,000.

The Aygo X Hybrid will use the 114bhp engine fitted to the current fourth-generation Yaris Hybrid, which replaces the Aygo X's 1.0-litre 71bhp three-cylinder petrol. The new model will accelerate from 0-62mph in around 10 seconds, a 4.9-second improvement over the outgoing car.

Fuel economy should hover in the region of 67-70mpg – a big jump over the 56.5mpg (109g/km of CO_2) the current Aygo X averages with an automatic transmission.

Rather than starting from scratch, Toyota opted to squeeze a larger 1.5-litre hybrid engine into a bay designed for a 1.0-litre three-cylinder. This prompted an entirely new front end that sees the car's nose stretched by 76mm. Designers say the new grille, bonnet and headlamps give a more imposing, wider stance. There are fresh 17 and 18-inch alloy wheels, too.

> **"AS WELL AS MORE POWER, THE HYBRID SHOULD BE BRITAIN'S LOWEST POLLUTING NON-PLUG-IN CAR, WITH CO2 EMISSIONS OF JUST 86G/KM"**

As before, there's a two-tone colour scheme with a contrasting black roof and rear body, plus a new Mustard yellow colour for the GR Sport. Other useful additions include electric folding mirrors and Toyota's air quality-boosting particulate filter for the climate control, which will be offered on higher-grade models.

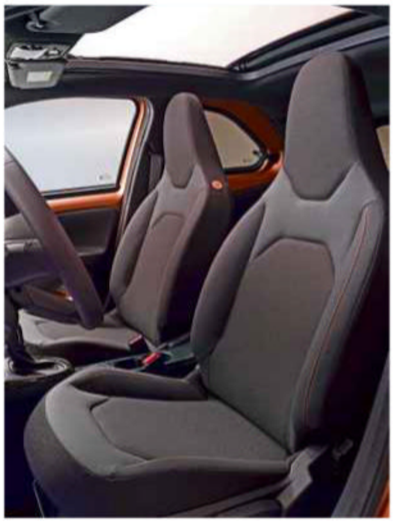
For the first time, there will be a GR Sport version that's been developed in cooperation with the Toyota Gazoo Racing performance division. This gets a unique grille, GR Sport-specific 18-inch alloy wheels, GR-branded seats and a suspension tune that involves new springs, dampers and a recalibrated steering wheel.

The Aygo X Hybrid gets fresh in-car tech too, including a seven-inch digital instrument cluster plus infotainment and heater control panel. The internal dimensions haven't changed, so Toyota's baby still offers just enough space for four adults, but rivals including the Hyundai i10 offer more space. The boot remains at 231 litres, trailing the i10's 252-litre load bay.

Toyota has also upgraded the Hybrid with its latest Toyota Safety Sense driver-assist tech, including upgraded autonomous emergency braking, lane-keep assist and traffic-sign recognition. There's also a new Emergency Driving Stop System that brings the car safely to a halt if it thinks the driver is not responding. Proactive Driving Assist is now included as well, automatically steering away from an impact with another object if the driver doesn't react.

Plus, for the first time on an Aygo X, over-the-air software updates ensure safety systems will be upgraded during the car's lifetime.

Prices and full specifications will be released closer to the Aygo X Hybrid's launch in the first quarter of 2026.



INTERIOR
Cabin space (left) is unchanged, but there are now digital dials and over-the-air updates for the infotainment (above, right)

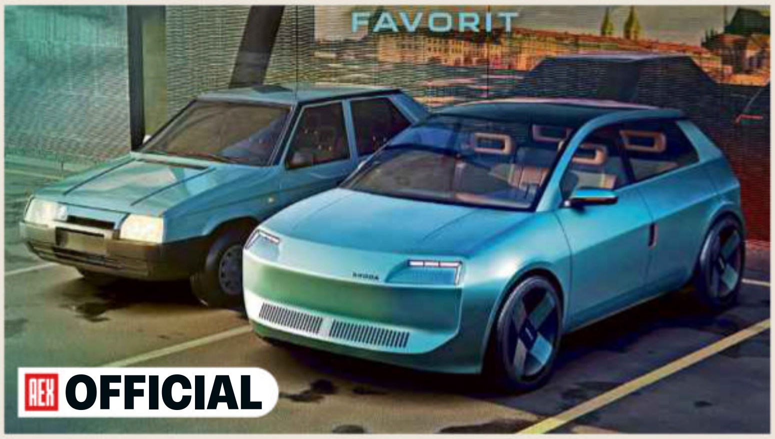
ty car a radical refresh

FRESH FACE
GR Sport version of the Aygo X Hybrid is new to the line-up, but gets the same front-end and powertrain changes as other editions

> **"THE AYGO X HYBRID WILL USE THE 114BHP ENGINE FITTED TO THE CURRENT YARIS"**

AYGO X
AYGO X

Skoda has designs on new edition of Favorit



Design study shares details with original, but lack of grille shows it's an EV

THE Favorit holds a special place in the history of Skoda, so the company has asked its designers to create a modern interpretation of the eighties supermini.

Reimagined with electric power, this design study purely shows us what a Favorit could look like in 2025, but there are no plans to put it into production.

The original Favorit was penned by legendary design studio Bertone, and current designer Ljudmil Slavov approached the new car "with reverence", Skoda says. While Slavov used some of the firm's current 'Modern Solid' design language on this creation, he left out the 'Tech-Deck Face' that's become an identifiable feature of today's Skodas.

"I didn't want to use current design elements like the Tech-Deck Face," said Slavov. "This is a tribute to the Favorit, so I studied its original details and tried to evolve and elevate them. Honestly, simplifying the already minimalistic shapes into Modern Solid form was very challenging."

With everything 3D-sketched on a tablet, the new Favorit has some interesting touches such as an asymmetrical badge (a 'Skoda' script, unlike the original's), a single door handle embedded into the body for both the front and rear, ultra-simplistic four-spoke wheels, illuminated Skoda badging at the rear, and slim LED lights all round. The lack of a grille betrays the electric powertrain.

Slavov didn't stop at what Skoda calls the "civilian" version of the Favorit. In a tribute to the car's competitive rallying history, Slavov also created a "racing concept" with a more aggressive rear spoiler and diffuser with an integrated rain light, new decals inspired by the 1994 rally car and even a roll cage.

> **"ORIGINAL WAS PENNED BY BERTONE AND SLAVOV APPROACHED THE NEW CAR 'WITH REVERENCE'"**

London drivers to face higher congestion charge from 2026

Paul Barker

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TfL confirms intention to increase daily charge and make EV drivers pay

TRANSPORT for London has revealed plans not only to increase the cost of the London congestion charge by 20 per cent but also to end the exemption for electric vehicles, with its new proposals set to kick in from 2 January 2026.

The current charge – £15 per day – has been in place since 2020, and TfL's suggested increase will see that rise to £18. This, the organisation said, is below the UK's rate of inflation over the past five years.

The congestion charge exemption for electric vehicles is also set to be ended, with EV drivers instead getting a 25 per cent discount on the new £18 fee, which will drop to 12.5 per cent on 4 March 2030, if they're registered for the Auto Pay system. That means EV drivers will go from paying nothing now to £13.50 from the beginning of next year, then £15.75 – if there are no further price rises – in March 2030.

TfL said the increase in the number of EVs being sold means maintaining the "100 per cent discount would lead to worsening traffic levels and congestion". Electric vans, HGVs and quadricycles will be given a 50 per cent discount on the charge from next year, and this will drop to 25 per cent on 4 March 2030.

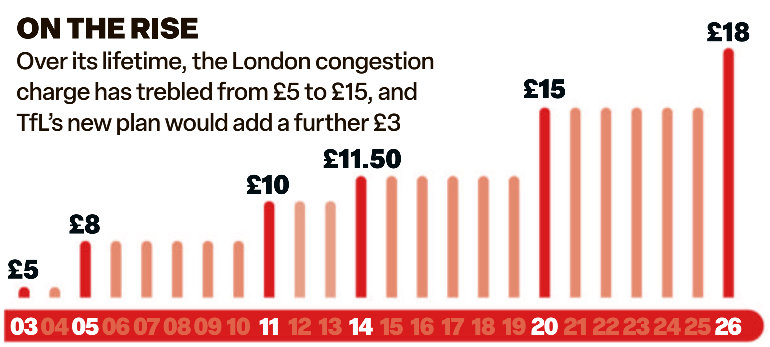
"It is timely to review whether a further increase is necessary in order to maintain the deterrent effect of the charge", said the statement from Transport for London.

"This increase would help to maintain the traffic management effects of the Congestion Charge scheme in central London, support the other aims of the Mayor's Transport Strategy, and meet the Mayor's aims to improve air quality in London, achieve a net zero carbon city by 2030 and cut congestion in the capital," it continued.

In an attempt to promote policies on reducing private car use "in favour of active, efficient and sustainable modes", only new applicants with EVs will be eligible for a 90 per cent residents' discount from 1 March 2027. However, existing residents will retain their discounts, if they renew their registration every year.

The proposed changes are now subject to a 10-week consultation, which closes on 4 August.

C-CHARGE RISES SINCE LAUNCH



ON THE RISE

Over its lifetime, the London congestion charge has trebled from £5 to £15, and TfL's new plan would add a further £3

> **"THE EXEMPTION FOR EVs IS SET TO BE ENDED, BUT EV DRIVERS WILL GET A 25 PER CENT DISCOUNT ON THE NEW FEE"**

Frontera Gravel takes a walk on the wild side

THE Vauxhall Frontera returned last year and now it looks like it'll match its predecessor's off-road ability with a wild Gravel variant.

The show car, produced with help from tuning specialists XS and designers BlackFish Graphics, has a matt black roof and bonnet to contrast with the champagne-coloured wrap, plus orange badging and accents on the mirrors, spoiler, bumpers, and brake calipers.

There's also a winch and hook at the front, LED lights on the roof rack and bonnet, plus all-terrain tyres wrapped around chunky 16-inch alloy wheels. The interior remains the same as the Frontera Electric's, although the seats get some bespoke orange trim.

While the Frontera Gravel looks like it's ready to embarrass Jeep and Land Rover, it only has the same powertrain as the standard car. That means front-wheel drive with an electric motor producing 111bhp and 125Nm of torque.

Range extended as BMW updates its full i4 line-up

BMW has announced a series of updates for its i4 EV, bringing better efficiency and improved range for the standard eDrive35 and 40 models, plus a new M60 version at the top of the line-up.

New silicon carbide semiconductor components in the electric powertrain reduce energy consumption by 4.5 per cent, which – on paper at least – increases the range by up to 13 miles, bringing a figure of up to 380 miles for the eDrive40 and 319 for the eDrive35.

At the other end of the line-up, the new M60 model boasts a fresh powertrain that produces 592bhp, 55bhp more than the previous M50. Not only is this model far more powerful than a current BMW M4 Competition, it has as much power as the previous-generation M5.

BMW quotes a 0-62mph time of 3.7 seconds for the M60 – 0.2 seconds faster than the M50 – with a top speed of 139mph.

There are also some changes to the battery pack, which is rated at 81.1kWh. This takes the range to 338 miles with the smallest wheels.

Additional updates rolling out across the entire BMW line-up at the same time include the ability to use a smartphone as a digital key on most models. BMW's Operating System 9 has been comprehensively updated too, introducing a more effective voice assistant.

> “NEW COMPONENTS IN THE POWERTRAIN INCREASE THE RANGE BY UP TO 13 MILES”

Automedia

PLATFORM
New 718 features mid-mounted battery in an effort to make the pure-electric newcomer drive like a petrol-engined two-seat sports car on the road

Mid-engined feel for new Porsche 718 EV

AEX PORSCHE has confirmed that its electric successor to the 718 sports car will use a unique stacked mid-mounted battery architecture, maximising range and minimising weight.

Head of safety systems, Dr. Simon Maurer, told Auto Express: “An underfloor battery will be impossible – not only for the centre of gravity, but also for dimensions.”

As a result, the new 718, which will be offered in coupé Cayman and soft-top Boxster guises, will adopt the same arrangement as 2021's Mission R concept. This will give the EV sports car a similar weight distribution to that of a traditional ICE sports model, and allow for a much lower driving position than in the Taycan.

Porsche says the 718's battery will be “smaller than that of the Macan or Taycan” in order to keep weight to a minimum. Otmar Bitsche, the firm's expert on EV powertrains, said the system will focus on high energy density.

Porsche tells us that it's aiming for an official range of over 300 miles, and that all of its upcoming EVs, for the foreseeable future, will be powered by 800-volt tech, enabling lightning-fast charging.

The firm also says that a longer lifespan than a regular EV battery should be expected from the new 718, despite a higher operating temperature to boost performance and the expectation that buyers will frequently drive their cars hard.

The electric 718 is expected to come in both single and dual-motor forms, with even the base model likely to beat the current petrol car's 4.5-second 0-62mph time.

The next 718 will essentially look like a modernised version of the current car, while adopting elements found in the Taycan and most recent Porsche 911, such as the quad-dot headlights and straked front bumper respectively.

Inside, the electric 718 is certain to be a revolution in terms of design and tech compared with the ageing petrol model. Just like the Taycan, Macan and 911, the 718 EV will get a fully digital instrument cluster, as well as a widescreen centre display, and there will be plenty of scope for customers to specify their car exactly to their liking, with a range of interior and exterior colour choices.

We expect the new electric Porsche 718 to be revealed in the latter stages of this year, going on sale at the beginning of 2026. A starting figure of around £75,000 for the Cayman seems likely, with the Boxster costing slightly more.

STYLING
New 718 will look like modernised version of the current model

MG HS range bolstered

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The Hybrid+ gives the family SUV another tool to take on the Dacia Bigster

AEX OFFICIAL
HS HYBRID+

NEW ARRIVAL Hybrid version of the MG HS looks the same as petrol and PHEV versions and is available in SE and Trophy trims, too

WHEN the latest MG HS arrived last year, it had either pure petrol or plug-in hybrid power – and now you can add full hybrid to that list, thanks to the new Hybrid+.

Priced from £28,995 in SE trim, the Hybrid+ sits between the standard £25,995 petrol HS and the PHEV, which starts from £31,995. As with the other powertrains, the Hybrid+ can also be had in a more lavish Trophy guise, costing from £31,495.

That pricing means the HS Hybrid+ is positioned closely to the similarly sized Dacia Bigster Hybrid 155. But in full hybrid guise, the Bigster is slightly cheaper, at £28,190.

As with the petrol and PHEV versions, the MG HS Hybrid+ has a turbocharged 1.5-litre petrol engine, although the full hybrid features a 1.8kWh battery (the same one found in the MG3 and ZS Hybrid+), sending power to an auxiliary 195bhp electric motor. Combined power stands at 221bhp (beating the Dacia's 153bhp output), helping the HS Hybrid+ go from 0-62mph in 7.9 seconds. There's also a two-speed automatic gearbox that we first saw on the HS PHEV.

Fuel efficiency is a key appeal of the HS Hybrid+ and although it's understandably lower than the plug-in hybrid's official 564.9mpg economy, the full hybrid's 51.3mpg figure is noticeably better than the pure petrol's claimed 38.3mpg total. However, the MG can't quite match the Bigster Hybrid 155's impressive 60.1mpg official economy.

On the outside, the Hybrid+ model looks the same as any other MG HS. As standard the new variant comes with LED lights front and rear, 19-inch diamond-cut alloy wheels, plus a 'follow me home' light function.

> **"THE PRICING MEANS THE HYBRID+ MG HS IS POSITIONED CLOSELY TO THE DACIA BIGSTER HYBRID 155"**

There's a suite of handy technology, too, such as rear parking sensors, a six-way adjustable electric driver's seat, air-conditioning, keyless entry, rain-sensing wipers, cruise control and an electric parking brake with auto-hold function.

As with the rest of the HS range, there are two 12.3-inch displays on the dash. The central touchscreen comes with wireless Android Auto and Apple CarPlay connectivity, with the Trophy version adding a 360-degree aerial camera, plus a wireless smartphone charging pad and an uprated eight-speaker sound system. The driver's screen is also customisable, with scope to use sat-nav, or focus on entertainment and the car's functions.

The position of the battery means there's no impact on the HS's interior space. As with the PHEV and pure-petrol, the Hybrid+ offers a 507-litre boot capacity, increasing to 1,484 litres with the rear seats down.

Both the HS Hybrid+ SE and Trophy are available to order now and both versions come with MG's standard 80,000-mile/seven-year warranty.

by arrival of full hybrid

Automedia

Hatchback and saloon versions of the K4 are expected to precede the estate's arrival

Estate spotted testing as Kia prepares K4 for Euro launch

KIA'S focus on all-electric models has made headlines for a few years now, but it's nearly time to see a new era of ICE cars that have already been selling well in international markets.

The range kicks off with the sleek K4, a VW Golf-sized hatch and saloon that's already on sale in many markets, with this all-new Euro-centric K4 estate model destined to follow it into showrooms.

Spied testing in Germany, the estate has the same design cues as the saloon and hatch, but packs them into a more practical shape with extra boot space.

The low nose, thin LED headlights and long bonnet are complemented by a sleek estate body. The rear lights look similar to those seen on the hatchback, with narrow upright units mounted on either side of a thin, full-width light bar.

Inside, the cabin should also mimic the K4 hatch and saloon, with a triple-screen set-up that combines two 12.3-inch displays with a smaller 4.5-inch unit mounted between them that controls the air-conditioning. As with all modern Kias, key physical controls will feature, such as a roller for the audio volume control and toggles for the temperature setting and fan speeds.

What we don't yet know is what Kia might offer under the bonnet, because the current K4 is only available with either non-EU-friendly 2.0-litre or turbocharged 1.6-litre petrol engines. Instead, the powertrains here could use the 1.5-litre turbocharged units found in existing Ceed models, or potentially a range of new hybrid options.

Specific pricing and availability still haven't been confirmed for European or UK markets, but we expect to hear more in the next few months, likely leading to a release later this year or early next.

Compromised MX-30 went on sale in the UK in early 2021

Mazda calls time on MX-30 EV, but PHEV car continues

MAZDA'S first and only electric car, the MX-30, has been axed after just four years in the UK. It was launched at the Tokyo Motor Show in 2019, but has been hamstrung since by its 124-mile range, coach doors and cramped rear cabin.

The crossover was based on the combustion-powered Mazda CX-30 and when the MX-30 arrived here in 2021, it rivalled cars such as the Kia Soul EV and Peugeot E-2008. But its short range and limited practicality also put it up against city cars such as the Honda e and MINI Electric.

While the pure-electric MX-30 BEV has been dropped, the plug-in hybrid R-EV version is still on sale. It has a 17.8kWh battery, but uses a 0.8-litre rotary engine to generate more energy, plus a range of more than 400 miles, Mazda claims.

No plug-in hybrid option for revised Renault Austral

THE Renault Austral has received a major facelift, with the mid-sized SUV being given a sharper look, new technology and a revised suspension set-up.

We assumed the firm would also add a plug-in hybrid version, but there are no such plans, despite Renault's flagship SUV, the Rafale – which is based on the same platform as the Austral – having a 296bhp PHEV powertrain.

Austral product manager Christophe Pejout said: "It's not in our plan. We don't want to push plug-in hybrid to each customer because I think it's not reasonable. It is really to be pushed to customers who can plug in every day. This is why we've proposed plug-in hybrid on a limited number of models."

Instead, the Austral will continue with a 1.2 E-Tech hybrid set-up.

P20: Austral driven

THE P
AND N
-OF EV

EV TECH EXPLAINED –

Tom Jervis

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EV technology is definitely here to stay, but despite plug-in cars become increasingly common, the tech that powers them remains something of a mystery, with manufacturers offering very little explanation as to exactly how electricity from a plug socket is stored in your car and subsequently consumed and transformed into kinetic energy via the electric motors.

To find out more, we visited Porsche's battery development centre in Weissach, Germany, to speak to its experts and help demystify battery jargon.

HOW DO EV BATTERIES WORK?

MOST electric car batteries are of the lithium ion variety, which is essentially a much larger version of the type found in your smartphone. A battery pack comprises several different modules, which contain a variety of cells; the Porsche Taycan's 93kWh Performance Battery Plus, for example, has 33 modules, each accommodating 12 cells.

Each cell has a positive 'cathode' and a negative 'anode'; the former is made from either Lithium Nickel Manganese Cobalt Oxide (NMC) or Lithium Iron Phosphate (LFP), while the latter is usually made from graphite. These are split by a non-conductive separator, with a liquid 'electrolyte' solution surrounding it all, enabling lithium ions to be transferred between the positive and negative ends.

When the car is charging, lithium ions flow through the cabling and, in the case of pouch-style batteries such as the ones used by Porsche, inside via metallic tabs. These are funnelled into the anode and then, thanks to the presence of electrolytes, through the separator and into the cathode, where they are stored. When the car is discharging energy, the opposite will occur, with lithium ions travelling from the cathode to the anode and through cabling onto the electric motor.

LFP VS NMC

THERE are two main types of lithium ion batteries – NMC and LFP – both with distinct advantages and disadvantages. The former is by far the most popular chemistry adopted for EV batteries, offering superior energy density, meaning more lithium ions can be stored per cell, leading to less weight per kilowatt-hour of storage – ideal for a sports car such as the aforementioned Taycan.

Unfortunately, NMC battery technology has come under fire due to the unsustainability of mining precious metals such as cobalt, while its lifespan is typically shorter than that of an LFP alternative.

LFP batteries, on the other hand, may not have the same energy density as NMC units, but are considered more environmentally friendly thanks to their lack of precious metals. Iron Phosphate cells are cheaper to produce than their NMC brethren, making them an ideal candidate for budget EVs.

> **"EVS ARE ALL ABOUT SUSTAINABILITY, SO IT'D BE NO GOOD IF MAKING THEIR BATTERIES WAS MORE DAMAGING TO THE ENVIRONMENT"**

HOW LONG DO ELECTRIC CAR BATTERIES LAST?

HOW long an electric car battery will last ultimately depends on the way it's used; those operating constantly at a high temperature, driven for longer periods or charging to 100 per cent more frequently will retain less of their maximum capacity over time.

Porsche, for example, backs its cars with an eight-year, 100,000-mile battery warranty, but the general view is that most batteries will go on for longer. Porsche's battery tech team told us their cars' batteries could last as long as 15 years and over 180,000 miles before dipping below 70 per cent of their original capacity.

Of course, this is just an estimate, because battery technology has not been on the market long enough for the calculation to reference real-world examples, although the packs are tested in various environments to ensure their reliability.

It's also worth pointing out that misuse of a battery pack by frequently overheating and cooling it could lead to what's known as 'sudden death'.

This rather morbid-sounding phenomenon results in a sudden loss of capacity, either through short-circuiting or lithium plating (a process in which the ions, unable to properly enter either the cathode or anode, solidify within the electrolyte itself).

ARE EV BATTERIES SAFE?

ONE of the main concerns surrounding EV batteries is that of thermal runaway, which can lead to fires that may be difficult to control. Yet while there are some stories of EVs catching fire, the issue could be somewhat exaggerated.

Porsche, like other manufacturers, incorporates failsafes into its systems, with accelerometers and sensors that immediately discharge high-voltage components (not the battery itself) whenever they detect an impact. In the new Macan, these HV parts are positioned far and away from high-load impact areas, with the body designed to redistribute forces and reduce stress on the battery pack.

However, it's worth pointing out that although EVs are built to the same rigorous safety standards as internal-combustion cars, fires generated by the battery can still occur and are typically ferocious and difficult to contain.

Porsche designs its EV batteries in such a way that thermal runaway is contained for long enough that emergency services can arrive in time to put a blaze out if one occurs. However, fire departments still require special training because electrical fires require more water than one caused by an ICE car and generate several toxic gases.

SECOND LIFE
Porsche is using battery packs from its test vehicles to develop recycling strategies

OSITIVES
EGATIVES
BATTERIES

FROM ECO-FRIENDLINESS TO TECH ADVANCES

ENVIRONMENTAL IMPACT OF EV BATTERIES

ELECTRIC cars are all about sustainability, so it'd be no good if making their batteries was more damaging to the environment than ICE vehicles. Yet, on the face of it, things don't look positive for EVs.

Manufacturing the battery for an EV emits more carbon dioxide than making an ICE car, with the batteries relying on rare earth minerals that are both limited in quantity and polluting to extract.

However, a 2023 study by the US Department of Energy found that, on average, after two years or 19,500 miles, an EV will break even in terms of CO_2 emissions with an equivalent ICE car and is considered more environmentally friendly thereafter.

Things are expected to improve once factories adopt more green energy, and recycled materials make their way into EV batteries, reducing the need for polluting large-scale mining. However, the most eco-friendly choice for now remains to choose a used EV, rather than buy a new one and thus require the manufacture of a new battery pack.

EV BATTERY RECYCLING

IN an effort to create a more circular economy and rely less on Russia and China, EU 'Rules of Origin' (RoO) require that, from 2026, manufacturers incorporate a proportion of recycled content in their batteries, rising year-on-year to 16 per cent for cobalt, 85 per cent for lead and six per cent for lithium and nickel by 2031.

This will be made possible with pilot schemes such as the one run by Porsche. Using discarded batteries from test cars, teams are working to refine the matter extracted from used cells into materials that should offer identical performance to raw ones mined from the earth.

Of course, this remains a pilot scheme for now – Porsche expects full production to commence in 2035 – with recycled materials in EV batteries likely to come from other sources throughout the first few years of the EU's RoO scheme. Nevertheless, it's proof that EVs can exist as part of a circular economy, with the technology and means to recycle advancing rapidly over time.

DR. BEN PASSENBERG Porsche dir. battery cells

> **"THERE WILL BE A PLATEAU IN TERMS OF ELECTRIC CAR RANGE FIGURES OF ABOUT 500 MILES, WHICH WILL BE IN AROUND 2030"**

FUTURE OF EV BATTERIES

BATTERY tech has evolved hugely in the past decade, with improved reliability and range figures of over 400 miles now possible. Yet, we've not reached the peak of what's possible – electric-car batteries are, relatively, still in their infant form.

For example, the original Nissan Leaf came with a dinky 24kWh battery pack, comparable to a plug-in hybrid today. Top EVs now have capacities in excess of 100kWh.

When asked whether Porsche expects battery sizes and ranges to continue growing, Dr. Benjamin Passenberg, its director of battery cells, estimated that there will be a plateau in terms of range figures at around 500 miles in 2030.

Such a levelling-off is expected to coincide with improvements in the public charging network, with the possibility of battery sizes decreasing as chargepoints become faster.

The likes of BMW and Toyota are also testing new solid-state battery technology as a replacement for lithium-ion. This will provide greater energy density and capacity, plus less degradation and a lower fire risk.

Such technology is still in development, with Toyota saying it doesn't expect solid-state batteries to make production before 2027 – although this date that has slipped further into the future over the 15 years it's been developing the tech.

AUTO EXPRESS

FIRST FOR DRIVES

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Alpine in sights of new hot hatch

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New SUV's sleeker sibling

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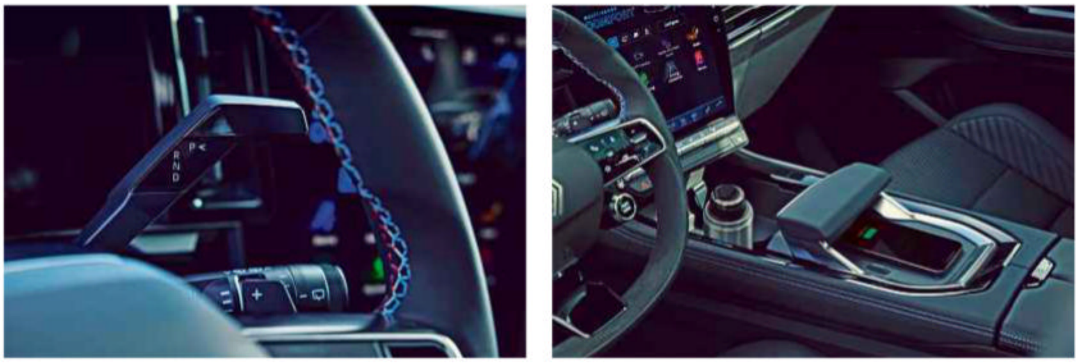
Updates improve premium SUV

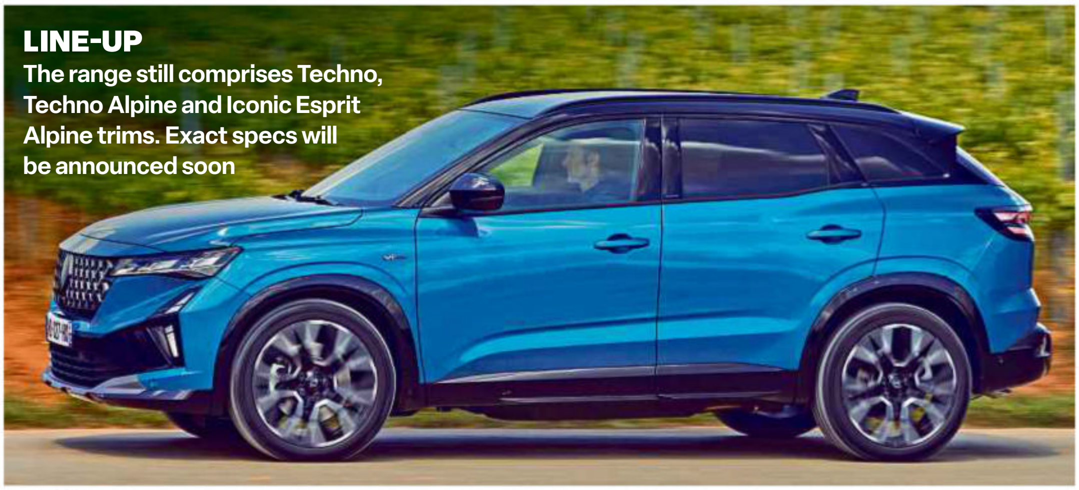
Renault Au

FIRST DRIVE Brand's bid to answer criticism of original model hasn't been entirely successful



Drive selector for the six-speed clutchless transmission is on a stalk mounted on the steering column

stral



LINE-UP
The range still comprises Techno, Techno Alpine and Iconic Esprit Alpine trims. Exact specs will be announced soon

Ellis Hyde

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NO one likes to be told to 'stay in your lane', but sometimes it just has to be said. For instance, Renault is brilliant at making small cars, whether that be the ever-faithful Clio, or the fabulous new Renault 5 and Renault 4 EVs. Rather than sticking to what it's best at, though, over the past few years the brand has really been pushing to expand its presence in the larger segments of the market, which are more popular and profitable, too.

The results have been rather more mixed. The new Scenic is an excellent electric SUV – in fact, we think it's one of the best on sale – and the Symbioz is an appealing, well priced Nissan Qashqai alternative. But the less said about the (thankfully) now-deceased Arkana coupé-SUV the better, and while the firm's similarly swoopy Rafale range-topper looks impressive, the driving experience is less so.

Then there's the Austral, which was introduced in 2022 as the replacement for the old Kadjar, making it Renault's new champion in the ultra-competitive mid-sized SUV segment. Rivals included highly regarded family cars such as the Hyundai Tucson, Kia Sportage, Toyota RAV4 and Volkswagen Tiguan.

At the time, the Austral struggled to make much of an impact, because the model's attributes were overshadowed by poor ride quality and refinement, plus an easily confused hybrid powertrain – and we weren't the only ones to point this out. We're told Renault began work on fixing these flaws almost as soon as people started making their thoughts known. Hence why there's a new, heavily updated version being launched just three years after the Austral arrived in showrooms.

The car's original design didn't quite align with the other models in Renault's line-up either, which is why it's been given a chiselled, more assertive look, inspired by the Rafale. Changes include unique bumper and grille designs, although these do incorporate some shared styling cues, notably the arrow-like running lights. The bonnet and tailgate are also new, as are the slimmer tail-lights, which have an intricate pattern inside. Finally, there are fresh wheel designs for the Esprit Alpine trims.

The far more important updates begin with new dampers, and the goal for the engineers was to improve ride comfort without sacrificing handling. The side mirrors have also been redesigned to cut wind noise, and for the same reason new door seals and laminated side windows have been added. Finally, to help boost refinement further, there's now more soundproofing under the bonnet, while new engine mounts and a recalibrated hybrid system are supposed to reduce vibrations in the cabin.

So has Renault's hard work paid off? Before we answer that, something very important to note is that UK-spec cars will actually have a different suspension set-up to the model we drove on the international launch in Spain.

When the Austral first arrived here, all but the entry-level car had Renault's '4Control' rear-wheel-steering system that helps with manoeuvrability at low speeds, and offers greater stability as the pace increases. The other benefit for the Austral is it added a multi-link rear suspension set-up.

Customers in mainland Europe will continue to get this feature with the new model, but Brits won't. Instead, every version of the new Austral sold here will be equipped with a less sophisticated torsion-beam system that's more than likely to affect the ride quality – which disappointingly seems to suffer from the same problems as before.

Even on the wonderfully smooth, practically blemish-free Spanish tarmac on the motorways

ESSENTIALS

Renault Austral E-Tech Iconic Esprit Alpine

Price: £39,000 (est) **On sale:** Now
Powertrain: 1.2-litre 3cyl petrol hybrid
Power/torque: 197bhp/205Nm
Transmission: Six-speed clutchless automatic, front-wheel drive
0-62/top speed: 8.4 seconds/112mph
Economy/CO$_2$: 58.9mpg/109g/km
Size (L/W/H): 4,530/1,825/1,618mm

MULTI-SENSE
COMFORT
Configure
Electric
Seats
Air quality
My Driving
Driving assistance
Vehicle
Settings

INFOTAINMENT
Google-powered 'OpenR Link' infotainment is one of the best around at the moment, with more than 50 apps available at the Play Store

around Barcelona, the Austral fidgets more than a toddler at the cinema. Even at low speeds, it bobs about. Rivals are simply more composed. The ride isn't uncomfortable per se, but can become very bouncy at times, and you know when you've driven over a pothole or imperfection in the road, because the car feels like it's diving into them.

What's more, as soon as we got up to motorway cruising speed, we noticed wind noise coming from around those new, supposedly more aerodynamic mirrors. We also picked up a lot of vibrations coming up through the seats and steering wheel on the motorway, and road noise coming into the cabin, again, even on very smooth surfaces.

On a twisty B-road, there's not much body roll through fast corners and during quick changes in direction. But the light steering doesn't inspire confidence, while the brake pedal lacks any initial bite. When you really press on it, the transition between regenerative braking and the physical discs is seamless – or it would be, if it weren't for the constant squeaking we experienced.

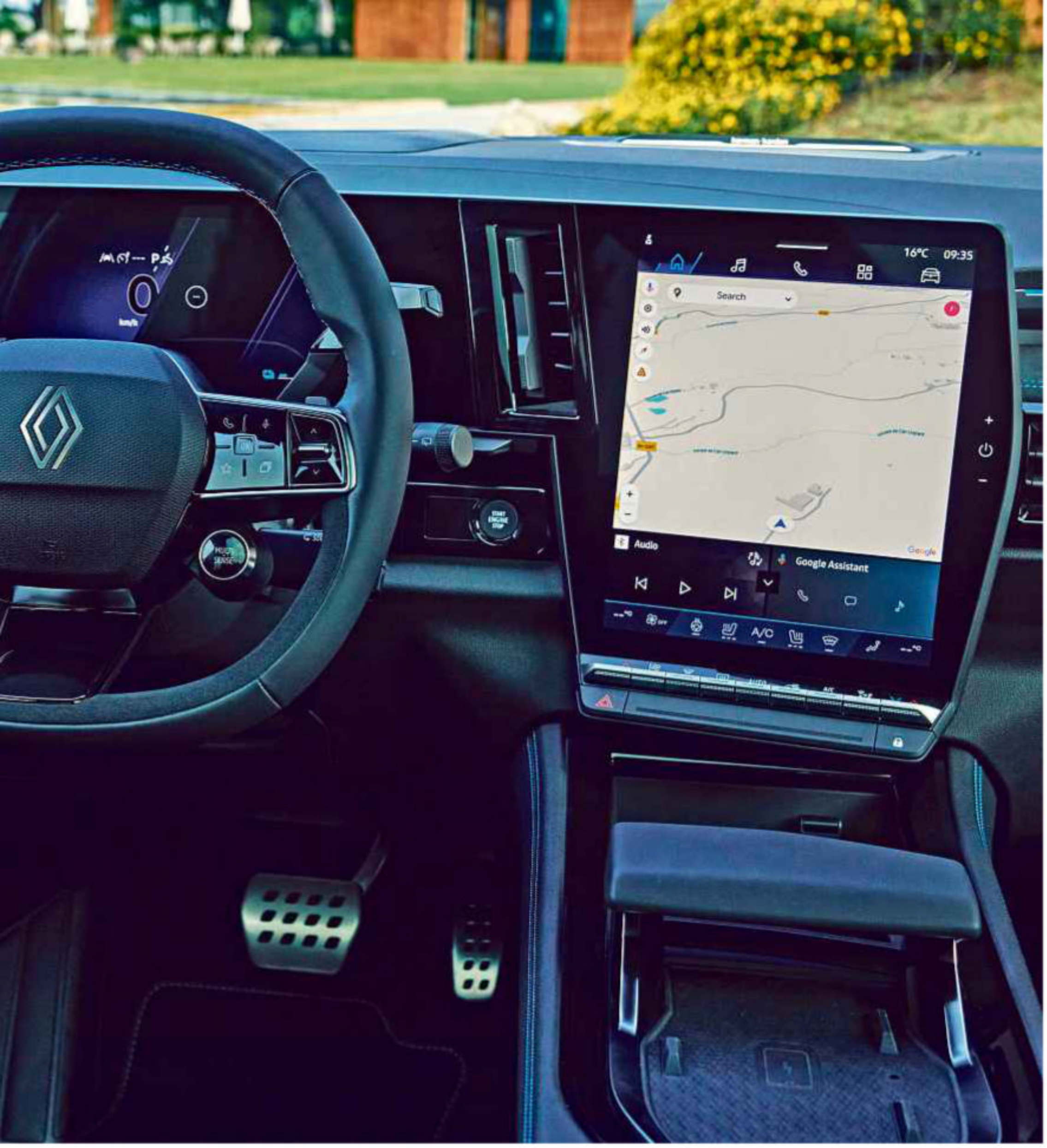
The new Austral rides on fatter Michelin e.Primacy tyres, selected to help with road handling, but also boost fuel efficiency. Sound thinking, but they start screeching if you even graze the throttle through a corner, making a gentle drive along a country road sound like a car chase from The Sweeney.

One thing Renault has got right is the addition of the My Switch button to the dash, which allows the driver to activate personalised settings for the ADAS suite with just two quick prods.

The Austral's full-hybrid system is the same as before, and remains the only option for customers. It uses a 1.2-litre three-cylinder turbocharged petrol engine and an electric motor that drives the front wheels, with the e-motor fed by a small 2kWh battery. This allows you to move away on electric power and, according to Renault, complete up to 80 per cent of city driving without using any petrol. As we've said many times before, Renault's hybrid

"There's not much body roll through fast corners or during quick changes in direction, but the light steering doesn't inspire confidence"

ON THE ROAD
The ride can become bouncy at times, especially over potholes or other road imperfections



INTERIOR

Minor revisions inside the cabin include fresh front seats, new screen graphics and a facial-recognition camera to select driver profiles

system does exceptionally good work in town, with the e-motor allowing you to glide around in silence.

When the three-cylinder engine comes to life, it sounds slightly gravelly. We often find this in cars with a similar motor, but it's still not a pleasant sound and we were often forced to listen to it, because the Austral's clutchless automatic didn't shift up when we were pottering along at around 30mph. Other than planting your foot, there's no way to force it to change gear. The acceleration mainly feels smooth, but it takes a while for the gearbox to shift up once you lift off the throttle, once again leaving us listening to that coarse engine note.

So the driving experience is pretty much the same as before, but what about the rest of the car? The interior has hardly been touched, but that's a positive because it's always been one of the Austral's redeeming areas – especially the Google-powered 'OpenR Link' infotainment system that is among the best you'll find in any car. It's slick, intuitive to navigate and easy to use, and runs on a pair of sharp 12-inch displays. Thankfully you're not forced to rely solely on the huge portrait screen, because you still get a row of physical toggle switches for the climate controls running along the bottom.

The screens sport new graphics, and more than 50 apps are available through Google's Play Store. Renault has added a facial-recognition camera that lets the driver quickly access their unique profile, which sounds handy if you share your car. This feature will be coming to the UK early next year.

One of the few changes Renault did make inside is adding some new 'more ergonomic' front seats that we found surprisingly uncomfortable, with a hard base that will make your bottom ache after a long trip. The passenger doesn't get any adjustable lumbar support, either. Also, despite what looks like a sufficient amount of side bolstering, we felt ourselves moving around a lot through corners.

The cabin still looks impressive, and there's a decent amount of soft-touch materials, although we did detect some creaking coming from the dashboard trim in our factory-fresh test car.

Space inside hasn't changed, with rear-seat passengers getting generous legroom and good headroom. The Austral has a 60:40-split rear bench that can slide forward up to 16cm, which increases the luggage capacity from 487 to 555 litres.

UK sales are set to get under way this month, and prices will range from around £35,000 to £39,000 – the same as the outgoing model.

PRACTICALITY

Sliding rear bench allows you to prioritise boot or passenger space, with those in the back seats getting plenty of leg and headroom

VERDICT ★★★⯪☆

WE respect Renault for acknowledging the criticisms of the original Austral's poor ride quality and refinement, and working hard to correct these flaws in this frugal, tech-laden SUV. But its efforts have produced marginal improvements at best, and any progress made could be undone by the fact UK cars will have a less sophisticated suspension. We hope to find out what effect that has on British roads soon.

Alex Ingram

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TORQUE steer is a sensation that will be unfamiliar to new car drivers. But those who have owned an earlier turbocharged hot hatchback from the noughties, or any of the more punchy Saabs from the same era, will know all about the wriggling sensation from the steering wheel as a big whack of torque is trying to make its way through the front wheels and onto the asphalt. Depending on your point of view, it was something that felt either quite exciting or a little uncouth.

We have a sneaking suspicion that MINI engineers fall into the former camp, because it's a sensation that's well and truly back with this, the John Cooper Works Electric. When MINI was trying to develop some personality for an EV designed to appeal to keen drivers, it took the JCW down a slightly unconventional route. One which wiggles from side to side a bit.

Keep that front end pointing vaguely in a straight line, and the MINI's not short on performance either. Power comes from a 227bhp motor driving the front wheels, but flicking the steering wheel paddle labelled 'Boost' means another 27bhp chips in – and the JCW can sprint from 0-62mph in 5.9 seconds; that figure undercuts the rival Alpine A290 by half a second, and blows the similarly priced Abarth 500e clean out of the water with its seven-second time. It also undercuts the petrol-powered Mini John Cooper Works by 0.2 seconds.

And while that 228bhp car needs to be in the right gear at the right time to extract its full performance, the Electric model is always on it. The throttle response is lively, but not too lively.

MINI is regularly at pains to remind us all of the go-kart feeling that runs through each one of its new cars. At times that claim feels like a bit of a stretch, but the John Cooper Works Electric hits the mark better than pretty much anything else in the brand's current range. That's thanks to some JCW-specific features, including a little extra camber on the front axle and some high-performance Hankook Ion Evo tyres.

With no engine up front, the Electric version feels even keener to turn in to corners than its petrol counterpart, and once loaded up, it's more responsive to throttle adjustment mid-corner. Unlike some of the rubber fitted to lesser Minis, its tyres are impressively grippy, and everything remains fairly predictable once their limits arrive.

But for all of the areas where the John Cooper Works Electric impresses, there's one crucial way in which it doesn't feel like a go-kart – and another where it does, but we'd much prefer that it didn't.

In the first camp is the steering. Yes, it's incredibly responsive – so much so that we found ourselves initially applying too much lock into a corner until we'd fully dialed into its sensitivity – but that level of sensitivity needs some feedback to be fully trusted, and the JCW offers very little at all. Feel and feedback can make any car more fun, but it's even more important in a hot hatch, so it's a shame there's not much to rely on here.

Then there's the ride comfort. The JCW is very firm over bumps; it picks up ripples in the road surface that barely register in most other cars. In some ways this makes the mix of strong acceleration and that torque steer even more exciting and even more of a giggle, but when you're just in the mood to settle down and take it easy, the MINI still feels like it's up for another round. The set-up isn't unduly crashy or brittle, so it's clear that there's sophistication to the chassis, but the constant jiggling over any road surface does become rather wearing on a longer journey.

According to WLTP data, the longest journey that the JCW can stretch to is 251 miles before its 54.2kWh battery runs out of juice. Our time behind the wheel was spent driving enthusiastically, so we'll reserve our full judgement until we drive the car in more mixed environments, and take our figure of 3.2 miles/kWh with a slight pinch of salt. That's a real-world range of 157 miles, recorded on a mild, 15C day.

At 95kW, the charging speeds are roughly on the money with the MINI's closest rivals. Officially, a 10-80 per cent charge takes 30 minutes.

Setting aside the MINI's on-road manners, potentially limited range and some very tight rear seats, the main thing that has kept buyers coming back is the car's unmistakable style. A deep front bumper, an extended rear spoiler, 18-inch alloy wheels and lots of gloss black trim can be enhanced with the likes of optional bonnet stripes, multitone roof finishes and a choice of six exterior colours. Inside, there's a clear black-and-red theme, with supportive sports seats.

Prices for the JCW start from £34,905, with a couple of packs upgrading the car from its standard spec. The £1,300 Level 2 pack adds adaptive LED lights, keyless entry, heated front seats, a head-up display, wireless smartphone charging, tinted windows and a panoramic sunroof. On top of these additions, the Level 3 pack adds electric front seats, adaptive cruise control with lane-keep assist, augmented-reality navigation and a 360-degree parking camera, among other features. This pack costs £3,800, taking the total cost up to £38,705.

ESSENTIALS

MINI John Cooper Works Electric

Price: £34,905 **On sale:** Now
Powertrain: 1x e-motor, 54.2kWh battery
Power/torque: 254bhp/340Nm
Transmission: Single-speed, front-wheel drive
0-62/top speed: 5.9 seconds/124mph
Range: 251 miles
Max charging: 95kW (10-80% in 30 minutes)
Size (L/W/H): 3,858/1,756/1,460mm

ON THE ROAD It's a strong performer but the firm ride and hardly any steering feedback lose the JCW Electric points

MINI

FIRST DRIVE MINI gets a wriggl
an electric hot hatch that's targe

"With no engine up front, the Electric feels even keener to turn in to corners than the petrol JCW"

JCW Electric

le on, in more ways than one, with
eting rivals from Alpine and Abarth

EQUIPMENT
MINI's custom options include different roof finishes and stripes, while there's a choice of six paint colours and 18-inch alloy wheels as standard

VERDICT ★★★⯪☆

JOHN Cooper Works' first stab at an electric hot hatch has its flaws, but it's hard to deny that it's a huge giggle to drive. Fast, frantic and playful, there's an awful lot to make you smile. Still, the cons can become too much to overlook. The small rear-seat space, the potentially limited range and particularly the relentlessly firm ride make this MINI a little harder to justify.

Audi
Sport

FIRST DRIVE Well judged MHEV

Jordan Katsianis

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ONLY a few months after the launch of the all-new and critically important Audi Q5, we're behind the wheel of its more streamlined Sportback sibling. Although the Mk1 Sportback arrived well after the SUV's launch, this time the two have been designed and engineered in unison.

This is obvious with the new car's svelte roofline, which seems more at one with the overall design. It's not often that a coupé-SUV looks particularly resolved, but Audi has done a great job here, despite the somewhat gawky forms at the front.

You'll be able to specify a Q5 Sportback in the UK with one of three engine choices to begin with, made up from the four-cylinder diesel we're driving here, a turbocharged four-cylinder petrol and top-spec SQ5 with a turbocharged petrol V6. There's no longer any large-capacity V6 diesel as we saw last time around, but there will soon be a plug-in hybrid model to round out the powertrain options.

Beyond that lowered roofline, and the very slight benefit to the centre of gravity that comes with it, the Q5's chassis and interior are identical between the bodystyles. All versions have quattro all-wheel drive and a seven-speed dual-clutch transmission, while the SQ5 and diesel Q5 feature a 48V mild-hybrid system. This powers the wheels at parking speeds and facilitates extended start-stop functionality. The e-motors also help the engine out at low rpm, giving the car a touch more pep.

Out test car had a few added goodies, including adaptive air suspension and 20-inch wheels, and this combination does a pretty good job of isolating bumps, riding with a comfortable yet still connected feeling as Audi does so well right now.

The diesel engine is somewhat lacklustre though, because it's just not quite powerful enough to make short work of the car's 1,955kg kerbweight. While electric cars consistently weigh that figure or more, the strained and rather breathless 2.0-litre diesel struggles to overcome it in a way EVs generally don't. At 7.4 seconds from 0-62mph, it's not slow on paper, but feels like it's making considerable effort to hit those numbers, with a grumbly engine noise accompanying acceleration.

The gearbox is suited to the powertrain, and when the engine's not called upon for hard acceleration it fades into the background. This would be fine if the Q5's efficiency was impressive, but we achieved less than 40mpg on a mix of roads, not far off the official figure of up to 46mpg. But that doesn't feel particularly impressive by modern standards.

In handling terms, the Q5 does a good job of balancing comfort and control. As mentioned above, the combination of reasonably sized 20-inch wheels and air springs is a good one, but we can't guarantee this would be the case on the larger 21-inch wheels or the standard passive suspension.

Sit inside the Q5 Sportback and you'll note that space is fairly reasonable, with second-row legroom and shoulder room no better than average, and not brilliant for the class. If you're completely set on this Sportback bodystyle, then this is probably of no concern, but we still don't quite see the point of the restricted headroom and limited rearward visibility when the standard SUV bodystyle looks so similar. The boot is a good size below the parcel shelf, at 515 litres, but that sloping roofline doesn't leave much space above it for bulkier items.

Audi's comprehensive tech layout, and its giant single-pane screen, works better in the high-riding

Q5
tback

system is let down by fuel economy and material quality inside

ON THE ROAD Diesel engine can feel a bit breathless, but the auto gearbox suits it well. Air suspension gives a smooth ride

ESSENTIALS
Audi Q5 Sportback TDI Quattro

Price: £58,160

On sale: Now

Powertrain: 2.0-litre, four-cylinder turbo diesel, plus 48V mild-hybrid

Power/torque: 200bhp/400Nm

Transmission: Seven-speed auto, all-wheel drive

0-62: 7.4 seconds

Top speed: 140mph

Economy/CO$_2$: 46.3mpg/160g/km

Size (L/W/H): 4,417/1,900/1,619mm

Q5 than the lower-set A5 and A6 models. The view out isn't quite as restricted because you don't feel like there's a cliff-face of digital screen to look over. But this also highlights the fact that while the cabin looks fancy, in terms of build quality and materials, things have taken a backwards step – or even two.

The touchpoints are fine, but there's been a pretty substantial downgrade in materials on elements such as the air-vents, door handles, centre console stack – we could go on. This isn't obvious on all new Audi models (the recent petrol-powered A6 has a much finer interior), but compared with rivals such as the BMW X3 or Polestar 3, the Q5 Sportback just doesn't cut the mustard.

The gloss-black plastic trim is likely to easily get scratched, while the centre console's grey plastic and the unfinished plastics around the windscreen base aren't good enough for a car that starts at more than £50,000 and can rise to £80,000.

The digital interfaces also have compromises. The main touchscreen is a little tricky to use when diving deeper into its capabilities. Apple CarPlay and Android Auto are standard, but you must exit the system to complete more complex climate or driver-safety changes. The good news is the annoying ADAS systems are easily de-selectable.

However, the Q5 is not by any means a bad car, and the technology and powertrains on board are good. But, the standards to which this Audi's cabin is both packaged and built are not quite good enough to suggest it as a stand-out against its rivals – whether they have a sloping roofline or not.

VERDICT ★★★⯪☆

THE Audi Q5 Sportback does nothing its predecessor didn't, and despite more tech and a nicely judged MHEV system, these good bits are offset by a cabin that's short on material quality, and fuel efficiency that is at the mercy of the car's added overall weight. But if you're in the market for a diesel-powered fastback SUV of this genre, it does the job better than most.

PRACTICALITY Boot capacity is 515 litres with the rear seats up or 1,415 litres with them folded. Coupé styling reduces space above the parcel shelf

Genesis GV70

FIRST DRIVE 'Virtual gear shift' steals the show as luxury electric SUV gets big range of tech and interior updates

Jordan Katsianis

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ESSENTIALS

Genesis Electrified GV70

Base price: £65,915 **On sale:** Now
Powertrain: 84kWh battery, 2x e-motors
Transmission: Single-speed auto, all-wheel drive
Power/torque: 483bhp/700Nm
0-62mph: 4.4 seconds
Top speed: 146mph
Official range: 298 miles
Charging: 240kW 10-80% in 19 minutes
Size (L/W/H): 4,715mm/1,910mm/1,630mm

HI-TECH
Single OLED screen combines digital instrument and infotainment, and allows for the driver to customise the layout

FOR the first time in more than two years, there's a new Genesis on sale in the UK, after the luxury brand gave its Electrified GV70 a significant overhaul. It's designed to rival mid-sized all-electric SUVs such as the Porsche Macan and Audi Q6 E-Tron, plus impressive newcomers like the Polestar 3, but its competitors show the GV70 a clean pair of heels when it comes to claimed range.

Despite having a new, larger 84kWh (net) battery pack, the GV70 will cover no more than 298 miles on a charge – a figure many rivals will comfortably reach, even with entry-level battery packs.

To help combat its relatively limited range, the GV70 offers some very impressive charging stats, thanks to its 800V electrical system. This will see a 10-80 per cent top-up take just 19 minutes, which is up there with rivals from Audi and Porsche, and quicker than more expensive BMWs or Mercedes. The Genesis's potent dual-motor layout produces 483bhp, for a 0-62mph time of a mere 4.4 seconds.

More important, though, are the changes the Korean brand has made elsewhere, such as a fundamentally upgraded interior and its new tech package. The cabin is dominated by the huge OLED display that stretches across the dash. The single-screen display is impressively clear and bright. Being one unit, users can more comprehensively personalise its layout, such as having the main map view bleed seamlessly into the driver's eyeline.

In order to fit the new screen, the dash has been entirely replaced, but the design language hasn't changed. A new lower console now integrates seamlessly with the dash, and houses a larger and easier-to-use climate control interface. There's still a wide selection of physical controls to supplement the touchscreens, and while the set-up can initially seem bewildering, it's fine once you are used to it.

Given that the GV70 isn't based on a dedicated EV platform, it doesn't have some of the practical advantages seen in rivals, such as a flat floor, and there is only 29 litres of under-bonnet storage.

Interior space is good enough considering the external dimensions. Head, leg and knee room in the second row is good for two people, if a little pinched for three, and the main 503-litre boot is square and equipped with a solid parcel shelf and lots of handy tie-down points. Flip the second row down and you'll have a nearly flat load bay.

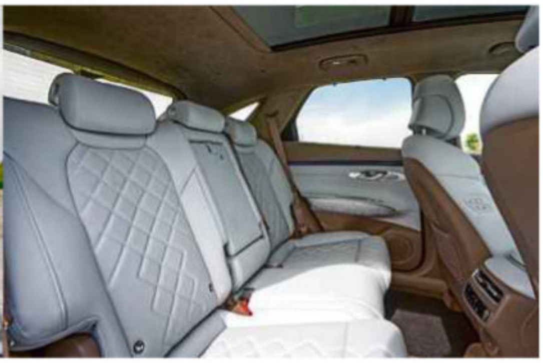
To drive, the GV70 is quite well resolved. Its steering is nicely weighted and accurate, if short on feedback, and matched to a well sorted brake pedal that does a good, if not class-leading job of blending regenerative and friction braking. The throttle pedal makes smooth driving easy, while the 'Eco' and 'Sport' modes either highlight efficiency or give the powertrain some extra pep. The 'Boost' button on the steering wheel gives the full 483bhp kick for a short period, making the GV70 much faster than it really needs to be on a day-to-day basis.

The only significant downside on the road is poor ride quality on models running the larger 20-inch wheels; it's just too firm on particularly rough or undulating roads. It's clear this has been done to benefit the handling, which is tidy, contained and

ON THE ROAD

Performance is good and the steering accurate. Big wheels affect ride quality

> “The ‘Boost’ button on the steering wheel gives the full 483bhp kick for a short period”



well controlled – something difficult to achieve without a firm set-up on big electric SUVs.

While these dynamic attributes make up a quite satisfying driving experience, this mid-cycle update has also added a fascinating new feature. Derived from the system Hyundai uses to transform the Ioniq 5 into the brilliant 5 N, Genesis has integrated a ‘virtual gear shift’ mode that doesn’t just mimic a combustion engine’s sound, but also maps the torque, and therefore feel, of an ICE motor and an eight-speed automatic transmission.

It might sound like a gimmick, yet it does a brilliant job of feeling just like a big, torque-rich V6 engine with an accompanying burble that’s only audible from inside the cabin. One of the key elements to being ‘premium’ in this class is the sound of a large multi-cylinder engine, so the ability to recreate one so faithfully gives this EV something its four-cylinder combustion-engined counterparts, and many EV rivals, don’t have: a feeling of gravitas.

So yes, on range, the Genesis doesn’t quite match up to its high-end German rivals. And while it’s no less expensive, equipment and performance are both generally on a higher plane at this specific price point. In our modern world of EVs challenging the status quo, we’d doubt anyone would step inside an Electrified GV70 and not think it was the more convincing luxury SUV than anything with a German badge on the nose – with the possible exception of BMW’s superb but more expensive iX.

PRACTICALITY

Rear-seat space is generous, although it might be tighter if three people are sitting there; boot capacity is 503 litres, with a 29-litre ‘frunk’

VERDICT ★★★★☆

MANY people will note the mediocre range figure and look at more efficient rivals, but the new Genesis Electrified GV70 has plenty to offer. A superb cabin, excellent tech and impressive straight-line speed are strong points, but the ‘virtual gear shift’ tops the lot, creating a more engaging and distinctive driving experience than any rival EV on sale.

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TEST TIME
The Renault 5 EV and MIRA's test motorcycle and push bike line up before the start of the Euro NCAP evaluation

IN SAFE H

We get the lowdown on Euro NCAP's test regime fo

NEW safety tech isn't just a challenge that car makers must get right. Official test body Euro NCAP itself must find ways of accurately rating the performance of vehicle systems designed to meet the increasingly tough criteria it sets. Which is why we find ourselves at the MIRA test track in Warwickshire on a bright spring morning in the company of the dedicated team charged with rating the performance of the all-new electric Renault 5.

We're here at the invitation of Euro NCAP, which is keen to explain how it tests Advanced Driver Assistance Systems (ADAS) such as steering assist and collision avoidance, as part of an effort to promote driver understanding of this increasingly ubiquitous and controversial tech. So we're going to witness the organisation's latest Assisted Driving Test protocol being carried out for the first time in the UK.

Or at least we'll be witnessing some of it. The full Euro NCAP 2024 Assisted Driving Test and Assessment protocol runs to nearly 60 pages, and awards points for the performance during live testing of speed assistance, adaptive cruise control, steering assistance and collision avoidance. Points are also awarded for how well brands explain their systems through marketing and handbook content, and how drivers are able to engage with the systems in practice. Of course, this is on top of the raft of passive crash and safety system tests carried out by Euro NCAP, which have all helped to make the organisation such an indisputably powerful force for change.

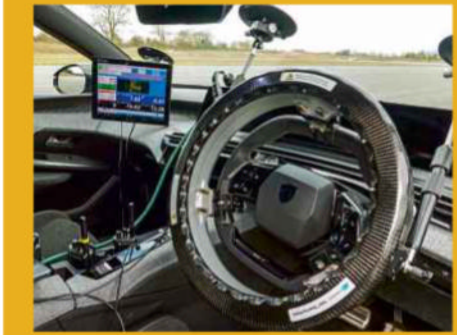
STANDARDISING TEST METHODS

IN order to rate one car's performance against another model's, Euro NCAP must be able to systematically repeat tests within an exact set of parameters. That's not easy when a number of the protocols include the vehicle being tested in scenarios including other vehicles – cars, motorcycles and even bicycles – which can either be moving or stationary.

We're here to see how NCAP assesses the performance of emergency brake assist when confronted by the particular challenge of a stationary or slow-moving obstruction that's revealed scant seconds before a potential accident, when the car that you're following using active cruise control swerves sideways into the next lane to avoid its own collision. NCAP calls this a 'cut-out test' and awards points for active braking systems that will successfully prevent you from ploughing into the back of the stranded or slow-moving car, and more points if your emergency braking system can also avoid the motorcycle and bicycle, which are much more difficult for a test car's sensors to recognise and respond to.

James Buck, technical specialist for the ADAS team at MIRA, introduces us to some of the test kit, which includes an electric Peugeot E-308 adorned with rooftop aerials and an interior stuffed with very expensive electronics, including state-of-the-art positioning technology and robotic controls in the form of a servo-operated steering wheel and pedals.

Inside the middle of the car, a solid vertical metal pillar supports an important-looking red box. "That box needs to be rigidly attached to the vehicle so it doesn't judder around, because within it are accelerometers and gyroscopes, which work with the GPS antenna on top to give us an extremely precise location," says James. "Also on the roof is a WiFi antenna, so we can send our data over to a WiFi antenna on the test car, which has its own red box doing exactly the ▶



FOR SAFER CARS
EURO NCAP
25-REN-A025-AD
MIRA

> “WE’RE HERE TO SEE HOW NCAP ASSESSES THE PERFORMANCE OF EMERGENCY BRAKE ASSIST”

ANDS?

or advanced driver-assistance tech

EQUIPMENT
Test engineer Ameel Lalji talks our man through the kit fitted to the test Renault 5 (left) and Peugeot E-308 (above) to evaluate the former’s ADAS systems

FOR SAFER CARS
EURO NCAP
25-REN-A025-AD
MIRA

SAFETY FIRST
Testing ADAS tech is an important part of deciding a car’s Euro NCAP rating

JAMES BUCK MIRA ADAS team tech specialist

“THE REASON WE’VE GOT THE STEERING ROBOT IN IS TO MAKE SURE THAT WHEN WE DO THE TEST, IT’S VERY REPEATABLE”

same thing, so both cars know exactly where the other is throughout the test.

“The reason we've got the steering robot in is to make sure that when we do the test, it's very repeatable,” he continues. “So we can do the test a hundred times and we can eliminate all variables in it. If I was to do the lane change myself around the bike, I'm never going to get it exactly the same every time. The steering robot is receiving information from the red boxes, so knows exactly where to go, and by having steering that is consistent and repeatable, we can isolate variables to make sure we’re testing the vehicle’s actual performance.”

The Peugeot is referred to in the protocol as the ‘SOV’ or ‘secondary other vehicle’ in the cut-out tests, but the potential ‘target’ vehicles that the test car must try to avoid colliding with are pretty special, too. Not at first sight, it should probably be said, because the Global Vehicle Target (GVT), Euro NCAP Motorcyclist Target (EMT) and Euro NCAP Bicyclist Target (EBTa), are rather flimsy-looking foam constructions.

There’s a good reason for that, because if a collision-avoidance system fails to avoid a collision during the evaluation, the test car and its occupants must be able to drive straight through the target, sending foam components flying, but leaving the test vehicle undamaged.

“A lot of effort goes into making the targets visually correct, so the camera system thinks it’s real, but the radar characteristics have to be right as well, because obviously they have to reflect like a real-life target to be picked up by vehicle radar and LiDAR [Light Detection and Ranging] systems as well,” says James. “So as well as the foam, they contain metallic plates or shavings hidden deep inside, so to a test car’s sensors they’ll look just like the real thing.”

Of course, the targets also have to be moving for the Euro NCAP tests, which means they scoot around on computer-controlled trolleys that are just a few centimetres off the ground, allowing them to pass safely underneath a car’s wheels if a collision takes place. “The Global Vehicle Target is like a big flying carpet with a foam body on top,” James quips. “But again, it’s had a lot of development work to make sure it looks like a real car to the radar sensors.”

It’s certainly reassuring to know that we’re dealing with the ‘soft target’ motorcycle when it’s our turn to jump in the Renault 5 and experience the test for ourselves.

While the SOV is driven by robots, there’s a test engineer in the driving seat of the Renault. Technical delivery lead at Horiba MIRA, Ameel Lalji, leads the Euro NCAP ADAS programme, and as we set up for our first collision-avoidance ‘cut-out test’, he explains the process.

“The car is going to pretty much do its own thing,” he tells us. “I’m going to activate the Adaptive Cruise Control [ACC], set it to the closest gap to the vehicle ahead, and a speed of 70kmh. The SOV will be driving at 50kmh, so we’ll close in and let our car hold position. Then I’ll let go of the wheel, as the car will be doing its own steering to stay in the lane.”

It’s getting quite exciting now, especially when Ameel explains what happens next: “I should warn you the braking is going to be a bit aggressive,” he says. “Because we’re following under ACC, when the SOV ahead of us cuts out of our lane, the first thing our car will do is try to accelerate up to its set speed of 70kmh. Then, when it recognises the obstruction ahead, it should slam on emergency braking.”

The Renault performs exactly as hoped, braking sharply to a halt five metres short of an impact, and our foam motorcyclist survives intact. Ameel checks his laptop and reads out the numbers the various sensors have logged: “That was nine metres per second of deceleration, so pretty much full on at almost 1g of braking. It won’t do much more than that, but it only had to do it for a second and a half,” he says.

So could – or should – a real-life driver on a motorway have performed as well as the ADAS in a real emergency? Maybe, but what if they were momentarily distracted by their touchscreen or chatting to a passenger? In that case the biker might not have fared so well, and from our point of view the test was extremely affirming.

We know from experience, and reader feedback, that these systems are far from perfect, and work needs to be done to make them more user friendly and less likely to be disengaged by drivers unsettled by the technology’s unwelcome input.

But this test showed the impressive reaction levels of ADAS tech and how it can be a lifesaver. Intense pressure to improve standards is exactly what the Euro NCAP programme has always delivered, and unlike our Renault, it’s not slowing down for the obstacles ahead.

READY FOR ACTION
Chris (right) with the team carrying out the test of the Renault 5’s ADAS technology

AMEEL LALJI Tech delivery lead, Horiba MIRA

“I SHOULD WARN YOU IS GOING TO BE A BIT A

HI-TECH
Advanced electronics fitted to the Renault and Peugeot ensure that tests can be repeated accurately to ensure conformity

EURO NCAP
25-REN-A025-AD
GZ-912-EY
MIRA

THAT THE BRAKING
GGRESSIVE”

EURO NCAP TO REPLACE CURRENT RATINGS WITH A NEW FOUR-PRONGED APPROACH

A COMPREHENSIVE overhaul of the Euro NCAP safety ratings will see current assessments replaced next year by ratings across ‘four pillars of safety’ – safe driving, crash avoidance, crash protection and post-crash safety.

Euro NCAP will realign many of its existing test protocols into the four categories, but there’ll be new criteria, too, especially for Advanced Driver Assistance Systems (ADAS). We caught up with Adriano Palao, Euro NCAP’s technical manager ADAS/AD, during testing of the Renault 5 at MIRA, and he told us why the changes are needed.

“We are very careful to only introduce scenarios in the assessment that can happen in real life,” he said, “but there are missing pieces and we still have room for improvement.

“We started robustness activity around two and a half years ago, because we were keen to understand how sensitive our testing was to small changes. What happens when you move the car a little bit to the left or to the right? What happens in a scenario that was supposed to be completely free of objects, if you suddenly introduce a car next to the main target? These little variations actually have a tremendous effect on the performance of ADAS,” he claims.

“That led us to understand that some vehicle manufacturers were actually sub-optimising their systems to perform well in our tests, and not in real-world situations,” Palao told us, while also acknowledging others have “a consistent and thorough approach” that optimises for the real world, and not for NCAP scenarios.

“As with every game that has a set of rules, you can find a trick to beat it,” he says. “In our case there is a formula to get five stars and everyone knows how to do it. So from 2026, the way we are going to assess ADAS is going to change. We are going to reserve the right to inject layers of variation into test scenarios, to understand how sensitive systems are to changes. It is not our purpose to assess cars just for show, or just to say, ‘Okay, this has five stars’. Our driving force has always been real-world safety outcomes.”

Adriano Palao explained the changes to Chris

ESSENTIALS

Volkswagen Tayron R-Line eTSI

Price: £43,105
Powertrain: 1.5 4cyl petrol MHEV, 148bhp
0-62mph: 9.4 seconds
Test efficiency: 35.1 mpg
Test range: 425 miles
Annual VED: £620

Hyundai Santa Fe Hybrid 2WD Premium

Price: £47,890
Powertrain: 1.6 4cyl petrol hybrid, 212bhp
0-62mph: 9.6 seconds
Test efficiency: 32.5mpg
Test range: 479 miles
Annual VED: £620

VW'S NEW TAYRON TAKES OVER FROM THE TIGUAN ALLSPACE AS THE BRAND'S SEVEN-SEAT FAMILY SUV. HOW DOES IT FARE AGAINST THE LATEST HYUNDAI SANTA FE?

SEVENTH

> “OUTSIDE, THE TAYRON LOOKS LIKE A STRAIGHTFORWARD FAMILY SUV, BUT THERE’S A BEWILDERING CHOICE OF TRIMS AND POWERTRAINS ”

HEAVEN?

VOLKSWAGEN vs HYU

Will VW's new Tayron suit the seven-seat family SUV class to a T?

ONCE in a while, brands end up in a dilemma over how they name their cars. Lamborghini is onto a winner with its nameplates inspired by Spanish bulls, but others start to struggle when they stick with the same initial letter.

After creating its first SUV, the Touareg, Volkswagen decided that the letter T would become the key identifier for its future high-riding models. The Tiguan followed, but it felt like the VW marketing team was starting to sweat a little when it came up with T-Roc and T-Cross, plus Taigo and Taos for its worldwide portfolio. However, all that effort was undone when it released the North American and Chinese-market Atlas.

But the T theme is back with the Tayron. It's new in name, but not in concept; this model replaces the Tiguan Allspace as the seven-seat family SUV offering in the VW range.

That's a segment with plenty of compelling alternatives, and few are as striking as the Hyundai Santa Fe. Its boxy shape helps it to stand out, yet it has genuine substance, too. It'll provide as stern a test for the Tayron as anything else in this class, so we've brought them together to find out which is our pick.

HEAD TO HEAD

CONTENDERS

Volkswagen Tayron

VOLKSWAGEN'S new Tayron looks like a straightforward family SUV from the outside, but there's a bewildering choice of trims and powertrains. While the base Life version will be fine for most, the car in our pictures is in sporty-looking R-Line spec.

It costs £43,105 before options with a 1.5 eTSI mild-hybrid powertrain, while, a 15-inch touchscreen and head-up display (£1,130), matrix LED headlights (£595), Comfort Pack (£1,140), Driver assist pack (£975) and metallic paint lift the total to £47,755.

ON THE ROAD

WHILE the pair are relatively similar in size, the Tayron feels like the more nimble, more compact car on the road. Both are fairly comfortable, thanks to their soft and forgiving suspension set-ups, and there's little to separate them when it comes to road and wind noise. The Volkswagen's engine is the more peaceful of the two, however; the Santa Fe's hybrid powertrain can sound a little rough when it's pushed.

TECH HIGHLIGHTS

THE Santa Fe is available with full and plug-in hybrid powertrains, with the former offered with either front or four-wheel drive. Buyers have a little more choice with the Tayron, with petrol, diesel, mild-hybrid petrol and plug-in hybrid options. Power in the VW ranges from the base 148bhp petrol and diesels up to a 262bhp 2.0-litre petrol and 268bhp PHEV. The Hyundai hybrid has 212bhp and the PHEV 249bhp.

PRICE AND RUNNING

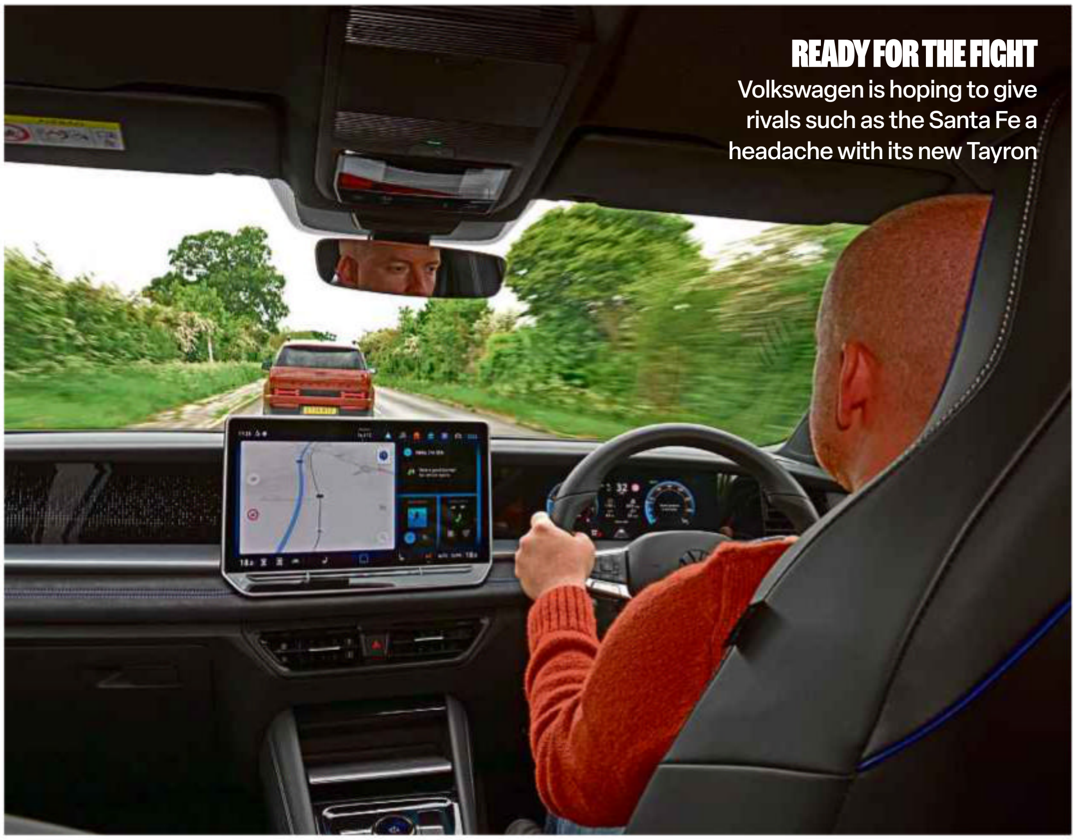
TAYRON prices start from just over £40,000, which makes the Santa Fe quite expensive in comparison – the base Hyundai kicks off from a shade under £48k. The Korean model gets a full hybrid system for that cash, but that doesn't mean it'll save on fuel bills; we averaged 32.5mpg, with the MHEV VW beating that figure by 2.6mpg. Both cars are better than average when it comes to resisting depreciation.

UNDAI

Hyundai Santa Fe

THE car pictured here is in Calligraphy trim, which costs £53,890. That's a significant chunk more than the Tayron, but there are two caveats. First, the Santa Fe is fitted with a more involved full hybrid set-up than the mild-hybrid system in the Volkswagen.

Second, the Hyundai is better equipped than the VW, with most of the kit added to our Tayron test car fitted as standard on the Santa Fe. The entry-level Premium Santa Fe we're comparing the VW with here isn't as well equipped, but starts from £47,890.



READY FOR THE FIGHT
Volkswagen is hoping to give rivals such as the Santa Fe a headache with its new Tayron

PRACTICALITY

SECOND-row passenger space is genuinely vast in both cars, but the Santa Fe is more roomy. And it's in the very back where it really shines; the Hyundai's third-row seats are pretty comfortable, even for adults, but the Tayron's are more of a squeeze. While the VW's PHEV powertrain potentially offers superb electric-only range, it's only available with a five-seat layout. Every Santa Fe comes with seven seats.

SAFETY

THE Tayron was assessed by Euro NCAP in 2025 and awarded a maximum five-star rating, with strong scores across all four categories. The Santa Fe only gets five stars when equipped with a safety pack that is standard on Ultimate and Calligraphy trims, but not the base Premium model. This SmartSense pack includes more comprehensive adaptive cruise control and forward-collision warning systems.

OWNERSHIP

VOLKSWAGEN finished 29th out of 32 brands in the 2024 Driver Power customer satisfaction survey, showing that the firm has clear room for improvement when it comes to making its cars both more reliable and easier to live with. Hyundai finished 17th, but the Santa Fe is backed up by a five-year, unlimited-mileage warranty, which is more comprehensive than VW's three-year, 60,000-mile package.

SAY goodbye to the Tiguan Allspace and hello to the Tayron. Sitting between the Tiguan and the Touareg in the Volkswagen line-up, the Tayron offers something that neither of those models can: a seven-seat layout. That is unless you go for one of the plug-in hybrid models, which lose the back row, limiting their appeal somewhat; at that point, the Tiguan offers a similar drive and only slightly less space for less cash.

ENGINES & PERFORMANCE 4.2/5★

FEW cars in this class offer quite as much choice as the Tayron. Short of a fully electric option, it's got pretty much every base covered; pure petrol or diesel, mild-hybrid and plug-in hybrid options are all on the table.

The range kicks off with the 1.5 eTSI: a four-cylinder petrol engine that is backed up by a 48V lithium-ion battery and 48V belt-starter generator that replaces a traditional alternator and starter motor. While it's a smooth enough unit and remains hushed under load, it doesn't feel particularly lively for its 148bhp output. That's with just one person on board, too; fully loaded with seven people and their cargo, we suspect it'll need to be worked fairly hard to make much progress.

While diesel has largely fallen out of favour with many buyers, a big, torquey engine is exactly what this car needs. The 2.0-litre diesel offers the same power as the 1.5 eTSI but, crucially, it has a significant 110Nm more torque than the petrol. It costs roughly £1,200 more than the petrol version like-for-like, but we think that's a worthwhile outlay.

If you and your six passengers are in a little more of a hurry, then there's always the range-topping 2.0-litre turbo petrol unit. Essentially, it's in the same state of tune as the EA888 engine fitted to the VW Golf GTI – with 262bhp – but here it powers all four wheels for a 0-62mph time of 6.1 seconds.

There are also a couple of plug-in hybrid models, which combine a 1.5-litre petrol engine with an electric-only range of up to a claimed 73 miles. But in order to package the 17.9kwh battery, there's no space for the sixth and seventh seats.

DRIVING 4.2/5★

THE Tayron is essentially a Tiguan with a slightly longer wheelbase. The Tayron's suspension is softer than its 'all-rounder' Tiguan counterpart, because the larger SUV, with its optional seven-seat layout, is designed to be a more practical, less sporty, family-focused model. But even so, the Tayron feels less cumbersome to drive than many rivals.

AROUND TOWN Light steering and a fairly tight turning circle (by seven-seat SUV standards) mean that the Tayron is fairly easy to drive at low speeds. The ride is relaxing for the most part, but at low speeds there's some fidgeting over smaller bumps.

A & B-ROADS That fidgeting disappears as the speed increases, so the Tayron is enjoyable to drive along a twisty road. Despite the relative softness, it's composed and capable through corners, and feels lighter on its feet than the Hyundai Santa Fe and the Kia Sorento.

MOTORWAY High-speed ride and stability are great, which makes this VW an accomplished long-distance cruiser. The only slight blot on its copybook is that road noise is a little more apparent than we'd like.

MPG & RUNNING COSTS 4.2/5★

THE Tayron backs up strong estimated resale values with impressive fuel efficiency for a car of this size. Officially, the 1.5 eTSI mild hybrid will return 42.9mpg. We managed to just beat that figure on a motorway cruise, but it's harder to match in more mixed driving conditions. It averaged around 35mpg, which is still better than the full-hybrid systems found in the rival Santa Fe and Sorento.

EV RANGE/ BATTERY/CHARGING Plug-in hybrid models not only benefit from a huge EV-only range – roughly 60 miles of driving – but they also can rapid charge if necessary. While charging at up to 40kW on a public charger doesn't really make financial sense, it's a potentially useful feature for those who want to drive through a low-emission zone without troubling the petrol engine.

TAX All Tayrons just creep over the £40,000 mark, which makes every version subject to the luxury car VED surcharge of £425 a year, on top of the standard rate of £195, from the second year onwards.

INSURANCE The Tayron falls between group 25 and 35, depending on trim. The 1.5 eTSI mild-hybrid petrol is in the lowest group, while the 2.0-litre TSI 265 is likely to be the most costly to insure due to the performance on offer. The diesel model starts in group 26.

DEPRECIATION Residual values are predicted to be a Tayron strong point. Industry expert CDL predicts that some models in the range will hold on to as much as 57.5 per cent of their original value after three years or 36,000 miles, with even its most pessimistic estimates placing the high-performance petrol four-wheel-drive model at just over 55 per cent. That means the new VW beats almost every seven-seat rival aside from the

ON THE ROAD
VW has softened the Tayron's suspension compared with the Tiguan's, making it comfortable. It's still fun to drive on a B-road, though

VOLKSW

It has a fancy new name, but is t

TAYRON
KY25 DHC

MODEL TESTED:
Volkswagen Tayron R-Line eTSI

PROS
- Strong line-up of powertrains
- Ergonomics better than in recent VWs
- Easy to drive

CONS
- Third-row seats not quite fit for adults
- PHEV power limits seating plan to five
- Trim structure is convoluted

TESTER'S NOTE

EVEN before the Tayron arrived, the Volkswagen Group already offered buyers a very compelling seven-seat SUV. The Skoda Kodiaq is extremely similar to the VW under the skin, and comes with a related range of internal-combustion and hybrid powertrains. It's also spacious inside, but the range's base model dips just below £40k and its rotary controls for the heating and ventilation make a big difference to the ease of use. The Cupra Terramar is another similar VW Group option: in effect a Tayron in a sharper, more distinctive suit.

Alex Ingram
Chief reviewer

VAGEN TAYRON

he Tayron a big step forward from the Tiguan it's related to?

38.6 mpg
Since start
1:53 h
61 mi
0 mph
38.6 mpg
32 mph
Since start
32 mph
Since start
90 mi

> **"THE NEW VOLKSWAGEN TAYRON IS ESSENTIALLY A VW TIGUAN WITH A SLIGHTLY LONGER WHEELBASE"**

Kia Sorento, which manages to fare a percentage point or two better still.

INTERIOR & TECHNOLOGY 4.0/5★

THE Tayron's neat cabin design isn't quite a class leader in terms of ergonomics or quality, but VW has ironed out some of the ergonomic flaws that have plagued its recent cars.

DESIGN Those familiar with the current Tiguan will soon find themselves at home inside the Tayron, because their dashboard designs are pretty much identical. That means that it's dominated by a large touchscreen for the most part – 12.9 inches on base models and growing to 15 inches on higher trims.

While climate controls and driver-assist settings are mostly adjusted through the screen, these are fairly easy to alter, but the physical dials used by the Skoda Kodiaq are better still. The backlit dash and door trim panels look smart, and buttons on the steering wheel are less fiddly to use than the haptic controls used by some Volkswagen models.

QUALITY While the cabin finish isn't quite at the level of the Peugeot 5008, everything feels solidly screwed together, and any scratchy plastics tend to be in areas where hard-wearing materials are needed. Trimmed door pockets suggest that VW has put plenty of thought into offering an impression of expense.

TECH AND INFOTAINMENT The entry-level Life trim is likely to make the most sense, because it comes with the majority of the kit buyers need, leaving the fancy features for more expensive models. Standard equipment includes 18-inch alloy wheels, LED headlights, a reversing camera, parking sensors, a 12.9-inch touchscreen and 10.25-inch virtual cockpit, wireless Apple CarPlay and Android Auto, wireless charging, adaptive cruise control and 10-colour ambient lighting. It's available with petrol, diesel and plug-in power.

Match trim adds the likes of a panoramic sunroof, roof rails, a powered tailgate and keyless entry, but it's PHEV only. Luxury-themed Elegance trim adds 19-inch wheels, heated and massaging front seats and 30-colour ambient lighting, but doesn't get the Match's panoramic glass roof. Nor does the sporty R-Line, but the plug-in-hybrid R-Line Edition does. Both R-Lines have 20-inch wheels, racier-looking bumpers and tinted windows. All models stand out on the road, thanks to illuminated Volkswagen logos.

PRACTICALITY 4.2/5★

IF you're in the market for a roomy SUV that can occasionally seat seven, then the Tayron is ideally designed for the job. If you plan to carry six regularly, then the Hyundai Santa Fe or Kia Sorento are likely to be a better bet.

FRONT SPACE Typical of most modern Volkswagens, the Tayron's front seat and steering wheel offer a very wide range of adjustment, which means that drivers of differing shapes and sizes can make the most of what is a fairly lofty driving position.

But if the front seat is jacked up high for shorter drivers, the angle of the accelerator pedal is a touch acute, which could cause a little strain on the right foot on long motorway drives. That minor gripe aside, there's lots of storage up front, with a cubby wide enough to store two smartphones side-by-side (with the potential for twin wireless charging), plus a deep central bin and spacious door pockets.

REAR SPACE The second row has loads of space for three people. The cabin feels fairly wide, the seats are supportive, and knee and headroom are excellent. Some rivals offer more space, but you're unlikely to hear many complaints from lanky occupants in the VW.

The third row is tighter. As with most cars in this class, the second row can slide forward to better accommodate those in the back, but even so any adult who is taller than average will find their knees pressed up against the seat backs in front. The seat base is also very close to the floor, which forces the occupants' knees up and reduces under-thigh support. A lack of Isofix points in the third row is a shame, but a fixing point on the front passenger seat (plus two in the second row) gives families flexibility for fitting child seats.

BOOT SPACE Even with all seven seats in place, the Tayron has 345 litres of boot space, which is roughly the same volume as a typical supermini, albeit with a much more generous boot opening. The third-row seats drop nearly into the boot floor (at which point a parcel shelf, which is otherwise stored in the boot floor, can be installed) to free up 850 litres of space. Drop the second row of seats, too, and there's a whopping 1,905 litres on offer.

RELIABILITY & SAFETY 3.9/5★

THE Tayron achieved a maximum five-star rating when it was assessed by Euro NCAP this year. Autonomous emergency braking, cross-traffic control, lane-keep assist, nine airbags and traffic-sign recognition come as standard, with more advanced driver-assist tech such as adaptive cruise control, lane assist and an area-view camera available either as optional extras or as standard on higher trim variants.

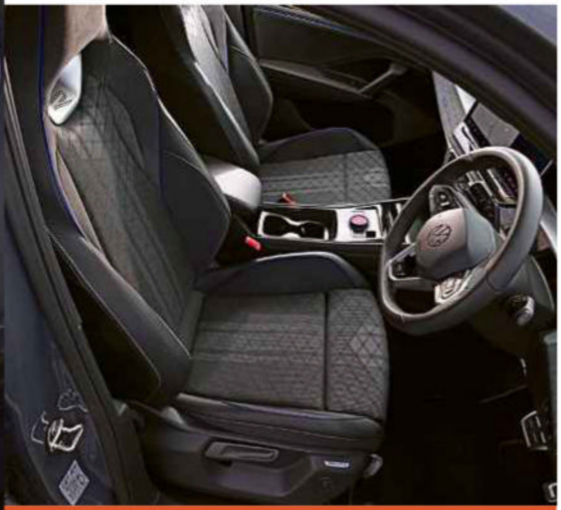
In the 2024 Driver Power customer satisfaction survey, VW scored poorly for reliability and quality, ranking 28th and 27th

INTERIOR
Material quality is decent and the cabin feels well built. A 12.9-inch infotainment screen is fitted as standard, but higher-spec models get a 15-inch display

START
ENGINE
STOP
Individual
P

DRIVING POSITION

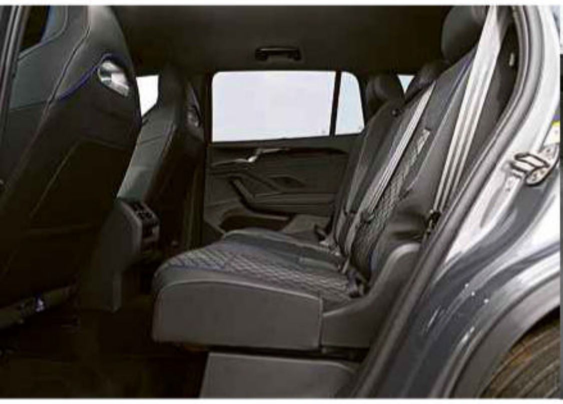
Seat and steering wheel adjustment means most drivers will find a comfortable position, while there are lots of storage spaces up front



TESTER'S NOTE

THE Tayron is based on the MQB Evo platform, which means it's available with a wide range of tech that we've experienced in the Golf, Passat and many more. This includes VW's dual-valve adaptive dampers (DCC), plus the next generation of the brand's progressive steering and XDS virtual limited-slip differential tech. The adaptive dampers are well worth investing in; at their firmest they add a healthy dose of body control to any VW equipped with the tech we've sampled, and at their softest they deliver a superb ride quality.

Alex Ingram
Chief reviewer



REAR SEATS

Passengers in the second row (above, centre) will have few complaints, but space is tighter in the third row (above, right) for adults, who will also find that the distance between the seat base and floor reduces under-thigh support

> **"THOSE FAMILIAR WITH THE CURRENT TIGUAN WILL SOON FIND THEMSELVES AT HOME INSIDE THE TAYRON"**

out of 32 marques respectively. Almost a quarter of VW owners experienced a fault with their cars, which given the high levels of platform and tech sharing across the brand, should make every owner a little worried. It's far too early to tell if the Tayron will show Volkswagen is learning from its mistakes.

WARRANTY 3.7/5★

ALL Volkswagen products come with a three-year, 60,000-mile warranty as standard, plus 12 months of roadside assistance cover. Rivals from Hyundai and Kia offer more generous packages in both areas.

SERVICING 4.1/5★

VOLKSWAGEN offers a service plan to cover the first two years of maintenance, and at a touch over £400, it's competitively priced. ▶

AT a time when the prevalence of SUVs means that we could forgive you for becoming jaded about new-car design, it's really refreshing to see Hyundai create something as distinctive as the Santa Fe.

It's certainly not always been the case: the four previous Santa Fe generations have been worthy cars, but a little forgettable. Yet the current car's boxy proportions not only help it stand out from the SUV crowd, but also lend Hyundai's biggest European model a look that sets it apart from the rest of the Korean brand's range, too. It won't be to everyone's taste, but it's hard to deny that it's distinctive.

ENGINES & PERFORMANCE 3.7/5★

ELECTRIFICATION has been a part of the Santa Fe's engine line-up since the previous generation, but this Mk5 car is the first to be offered exclusively with petrol/electric power.

The range starts with a hybrid that combines a 1.6-litre turbocharged petrol engine with an electric motor, energy for which is stored in a 1.49kWh battery and charged both through regenerative braking and by the four-cylinder engine. The end result is 212bhp and 267Nm.

There's plenty of weight for that system to move around, though – more than two tonnes, depending on spec and kit – so performance is merely okay. A 0-62mph time of 9.6 seconds for the front-wheel-drive version and 9.8 seconds for a four-wheel-drive car makes the Santa Fe a touch slower than a Volkswagen Tayron with 148bhp at its disposal.

While the hybrid system is smooth at low speeds and when cruising, ask for some power and the petrol engine sounds very coarse. You can switch the powertrain into sport mode to at least give the perception of a little more urgency, but we found this to be quite jumpy, so for the benefit of other passengers it's probably best avoided.

A plug-in hybrid model can't match the electric-only range of VW Group rivals such as the Tayron and the Skoda Kodiaq, but unlike them, the Santa Fe PHEV keeps a seven-seat layout. Power stands at 250bhp, but that increase is largely offset by the battery's weight, so the 9.3-second 0-62mph time is only marginally faster than the hybrid models'.

DRIVING 3.8/5★

THE Santa Fe's relaxing on-road manners seem ideally suited to a car in this segment.

AROUND TOWN Light steering and an 11.6-metre turning circle help the Santa Fe to squeeze into spots that its boxy 4.8-metre-long frame would otherwise have you thinking twice about. Those squared-off edges work in its favour when placing the car, too, because it's easy to judge the Hyundai's forward edges when driving. Parking sensors (front and rear sensors are standard on all trims) and cameras (a reversing cam is standard on Premium trim, while Ultimate and Calligraphy models get 360-degree camera views) help to place the Santa Fe at low speeds.

A & B-ROADS On more open roads, the Hyundai begins to feel its size. The fairly hefty kerbweight combined with a reasonably soft suspension set-up translates into body roll through corners, while the light steering that makes town driving a relative doddle feels a little over-assisted at higher speeds, so there's not much feedback to rely upon.

While we're not hoping for driving thrills here, there are rivals that don't feel quite so lethargic, and a little agility brings many benefits, from making it easier to place the car on the road to having more confidence in performing an emergency manoeuvre if you might need to avoid a dangerous situation.

MOTORWAY The Santa Fe is best when driven at a relaxed pace, and long motorway trips are one area where it performs very well. The soft suspension helps to soothe the occupants, while there's a planted feel at higher speeds that inspires confidence. There's a reasonable amount of wind noise from that square external shape, but overall it's refined, too.

MPG & RUNNING COSTS 4.0/5★

DESPITE the hybrid tech, the Santa Fe isn't particularly efficient in mixed use. On a wide range of roads we averaged 32.5mpg in the Calligraphy, which is some way short of the official 40.4mpg figure. The Premium has the same powertrain and wheel size, so we'd expect a similar return from that model.

EV RANGE/ BATTERY/CHARGING The plug-in hybrid powertrain offers buyers up to 33.6 miles of electric-only running, thanks to a 13.8kWh battery. As with any PHEV, it only makes financial sense if you can charge it up at a place of work or on a low-cost home electricity tariff. Unless you're in that specific category, the less expensive and barely slower standard hybrid remains a better bet.

TAX For private buyers, the Santa Fe costs £620 annually from years two to six, the same as any other £40,000-plus car. Company car rates are priced in favour of fully electric cars; while the PHEV is cheaper than the full hybrid, thanks to its low official emissions, the shorter EV range than the likes of the Kodiaq PHEV makes the Hyundai a pricier option.

INSURANCE The two-wheel-drive, hybrid Santa Fe is in insurance group 33, the

HYUND

Distinctive fifth-generation SUV

SANTA FE
hybrid
ET24 RTZ

ON THE ROAD
Body roll is noticeable on twisty roads, but the Santa Fe's relaxed nature makes it ideal as a motorway cruiser

AI SANTA FE

offers a laid-back drive and plenty of interior space

MODEL TESTED:
Santa Fe Hybrid 2WD Premium

PROS	CONS
Great second and third-row space	A little bulky and ponderous to drive
Generous levels of equipment	Rough engine note. Fairly thirsty PHEV
Eye-catching looks	Expensive against some rivals

TESTER'S NOTE

THOSE wanting to trade a touch of practicality for luxury can specify their Santa Fe in a six-seat configuration. This replaces the central bench seat with a pair of captain's chairs. This layout gives those in the middle room even more space in which to stretch out, plus each chair gets an individual fold-out armrest to add to the sumptuous feel. It's not a cheap option, because it's only available with the top-spec Calligraphy trim – itself starting from almost £54,000 – and buyers must pay another £1,000 for the six-seat option.

Alex Ingram
Chief reviewer

"THE HYUNDAI SANTA FE'S RELAXING ON-ROAD MANNERS SEEM IDEALLY SUITED TO A CAR IN THIS SEGMENT"

four-wheel-drive model is in group 34 and the plug-in hybrid sits in group 36.

DEPRECIATION The Santa Fe's ability to resist depreciation is fairly strong, if not quite the very best in the class. After three years or 36,000 miles of driving, it's expected to hold onto between 53 and 56 per cent of its original value, with the precise figure varying according to the trim and the powertrain.

INTERIOR & TECHNOLOGY 4.3/5★

COMPARED with the wow factor of the Santa Fe's exterior, the cabin is more restrained. In terms of ergonomics and quality, there isn't much to complain about, though, even if it's not quite class leading in either area.

DESIGN Much like the outside, the Santa Fe's cabin follows a boxy theme. There are hints of Range Rover in the steering wheel design, and elsewhere there's a mix of chunky handles and catches for the various cubbyholes, and quite small, delicate switchgear on the dash.

There are big, physical dials to control the interior temperature, but most of the other climate controls are touch-sensitive, albeit on their own dedicated LCD screen. The gears are selected on a column-mounted shifter, which is quite intuitive to use and makes additional space on the dashboard for more storage.

QUALITY In terms of design and quality, the Peugeot 5008 leads this class by a fairly comfortable margin, and in comparison the Santa Fe's finish is good, but not outstanding. Premium and Calligraphy trims have a black interior scheme, but Ultimate is also available in light grey or tan options, which make the inside feel less gloomy and more special.

TECH AND INFOTAINMENT Even the base Premium is well equipped, offering 20-inch alloy wheels, a couple of 12.3-inch screens, adaptive cruise control, wireless smartphone charging, a powered tailgate and leather seats that are heated up front.

The Ultimate adds to this with ventilated front seats, heated rear seats, a digital rear-view mirror (a useful feature when carrying three or more passengers), a Bose sound system, a second wireless phone charger, blind-spot monitoring and more.

Top-spec Calligraphy models get additional features, including the brand's "premium relaxation" front seats – which can recline to an almost horizontal position – and a higher grade of leather for the upholstery.

PRACTICALITY 4.6/5★

AS a seven-seat SUV, the Santa Fe is more spacious than most of its closest rivals, making the Hyundai among the more versatile options in the class.

FRONT SPACE A lofty driving position with plenty of adjustment gives a commanding view of the road ahead. Storage options up front are seemingly endless. There's a huge central bin that has a removable partition – below which is even more space – while above the glovebox is a second storage area, which in Calligraphy trim features an ultraviolet light to sanitise items that are placed inside.

REAR SPACE In five-seat mode, the Santa Fe is very spacious. Three adults can quite happily sit alongside each other, thanks to a wide middle row with a fairly soft and forgiving centre seat. Headroom is excellent, and knee room so vast that even if the middle row needs to be slid forward to create some space for extra passengers in the third row, it doesn't feel like much of a hardship.

Unlike in some rivals, those third-row seats are good enough for more than just temporary use, too. Headroom is still plentiful, and kneeroom isn't bad once those in front have sacrificed a little of their own space. Plus there's no excuse for being thirsty in a Santa Fe; there are no fewer than 12 cup-holders in total, six of which are in the middle row. A mains socket adds another charging option, while all but the base Premium trim benefits from two wireless smartphone chargers.

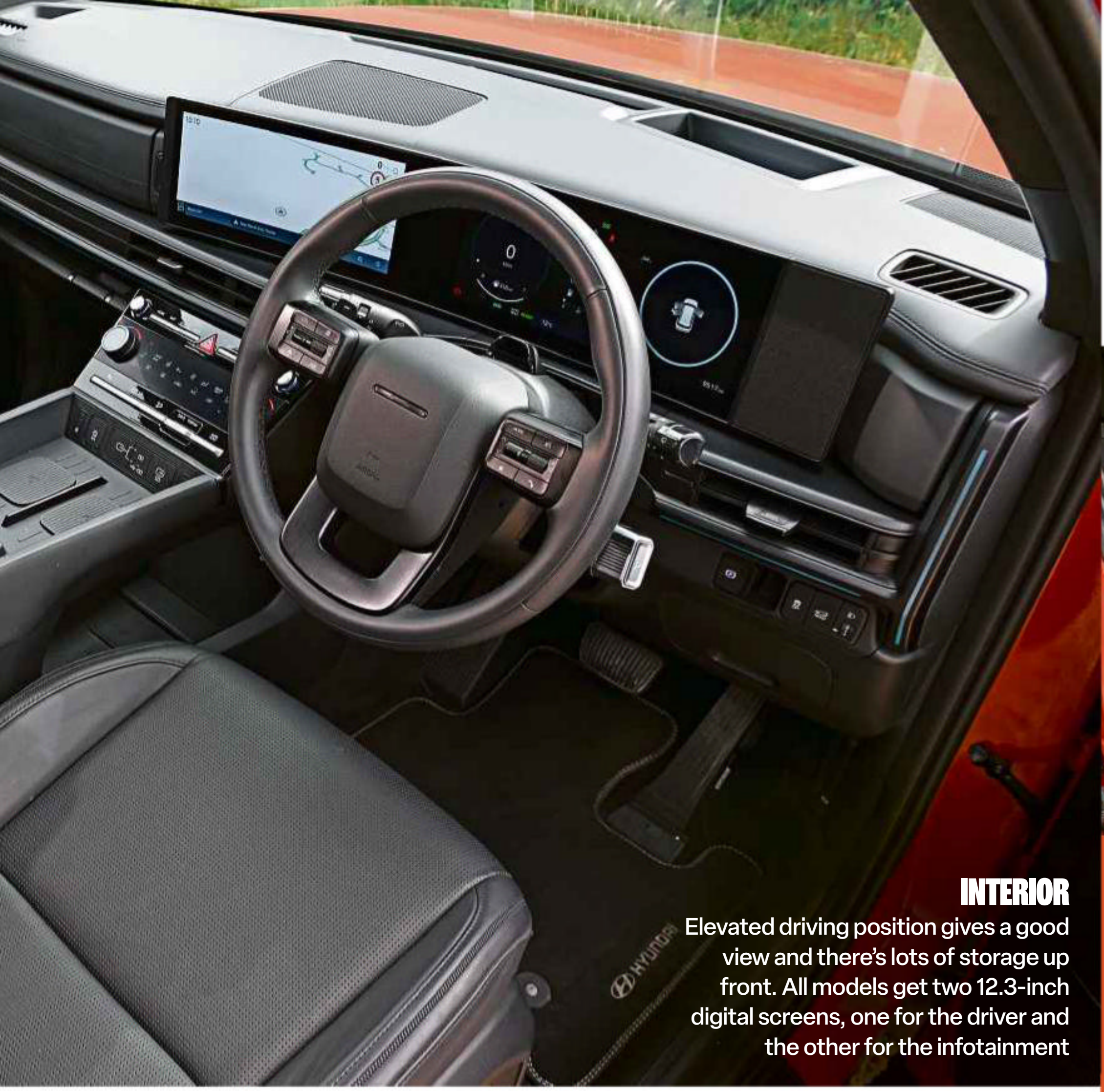
The Santa Fe offers four Isofix mounting points. While it lacks a child-seat fixing on the front passenger seat, the Hyundai compensates by offering Isofix points on each of the third-row seats, too.

BOOT SPACE There's loads of room in the back of the Santa Fe, and while a specific load volume in seven-seat mode isn't stated by Hyundai itself, it's more than competitive with its rivals. Fold the sixth and seventh seats into the floor, and there's 628 litres of space to play with (621 litres in the PHEV). In two-seat configuration, that figure climbs to 1,949 litres (1,942 litres for the PHEV).

RELIABILITY & SAFETY 4.0/5★

THE Santa Fe only received a four-star Euro NCAP score for the entry-level Premium version without the optional Smart Sense+ Pack, but a maximum five-star rating for mid-range Ultimate and above with it. That's a little disappointing when many of its rivals, including Skoda Kodiaq, have a five-star rating on even their base models.

There are still lots of other safety-assistance highlights provided as standard, including a driver monitor, forward-collision avoidance, lane following and adaptive cruise control,



INTERIOR

Elevated driving position gives a good view and there's lots of storage up front. All models get two 12.3-inch digital screens, one for the driver and the other for the infotainment

CABIN

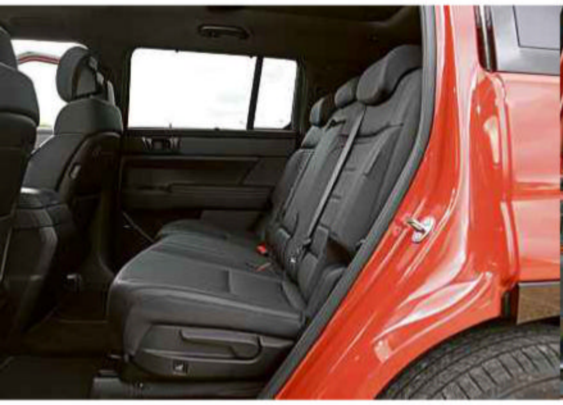
Design and quality are decent, but not up to Peugeot 5008 standards. Black colour scheme might be gloomy for some people

TESTER'S NOTE

THERE'S a range of touches that proves that Hyundai has gone the extra mile to make the Santa Fe as easy as possible to live with, even for seven people. Access into the third row is fairly easy, because the middle row slides forward without much effort.

Once you've climbed into the back, the square roofline means that there's still loads of headroom, and you'll also find USB ports and air vents in the third row. Getting out again is a doddle, thanks to an electric release that is easily within reach of each rear occupant.

Alex Ingram
Chief reviewer



PRACTICALITY

Space in the second and third rows is plentiful, while sliding middle row adds to the practicality. Boot capacity is 628 litres with the rear row down, or 1,949 litres with rows two and three folded. PHEV models have a smaller volume

> "AS A SEVEN-SEAT SUV, THE HYUNDAI SANTA FE IS MORE SPACIOUS THAN MOST OF ITS CLOSEST RIVALS "

although each of these likes to beep and bong with a little too much enthusiasm for our liking. That means if you have every system enabled, the Santa Fe can be somewhat irritating in everyday use.

WARRANTY 4.3/5★

ALL Hyundais come with a five-year, unlimited-mileage warranty as standard. That's longer than many rival packages, although its fellow Hyundai Group brand Kia offers a seven-year warranty.

SERVICING 3.9/5★

A THREE-year service plan comes to £690. While some rivals offer cheaper deals, that cost can be spread over the monthly payments of the overall finance plan, so there's no need to pay the cost in a lump sum up front. ▶

PRICES AND SPECS

	VOLKSWAGEN TAYRON	HYUNDAI SANTA FE
Our choice	Tayron R-Line eTSI	Santa Fe Hybrid 2WD Premium
Price from/price as tested	£43,105/£43,105	£47,890/£47,890

POWERTRAIN AND PERFORMANCE

Engine	1,498cc/4cyl MHEV	1,598cc/4cyl hybrid
Power	148bhp	212bhp
Torque	250Nm	265Nm
Transmission	Seven-speed auto/fwd	Six-speed auto/fwd
0-62mph/top speed	9.4 secs/127mph	9.6 secs/112mph
Fuel tank/battery capacity	55 litres	67 litres
MPG (test/WLTP)/range	35.1/42.9mpg/425 miles	32.5/40.4mpg/479 miles
CO_2	150g/km	155g/km

DIMENSIONS

Length/wheelbase	4,792/2,788mm	4,830/2,815mm
Width/height	1,866/1,668mm	1,800/1,780mm
Rear kneeroom	482-892mm	561-894mm
Rear headroom/elbow room	1,020/1,500	1,028/1,603mm
Third row kneeroom	538-695mm	564-688mm
Third row headroom/elbow room	824/1,271mm	903/1,367mm
Boot space (7/5/2 seats)	345/850/1,905 litres	N/A/628/1,949 litres
Boot length (5 seat)/width/lip height	1,092/1,000mm/765mm	1,085/1,075mm/763mm
Kerbweight/towing weight	1,723/1,800kg	1,930/1,110kg
Turning circle	11.7 metres	11.6 metres

COSTS/OWNERSHIP

Residual value (after 3yrs/36,000 miles)	£24,535/56.92%	£26,699/55.75%
Depreciation	£18,570	£21,191
Insurance group/quote/VED	25/£643/£620	33/£766/£620
Three-year service cost	£419 (two years)	£825
Annual tax liability std/higher rate	£3,061/£6,121	£3,439/£6,878
Annual fuel cost (10k/20k miles)	£1,716	£1,853
Basic warranty (miles)/recovery	3yrs (60,000)/1yr	5yrs (unlimited)/1yr
Driver Power manufacturer position	29th	17th
NCAP Adult/child/ped./assist/stars	87/85/83/80/5 ★ (2025)	84/88/77/79/5★ (2024)

EQUIPMENT

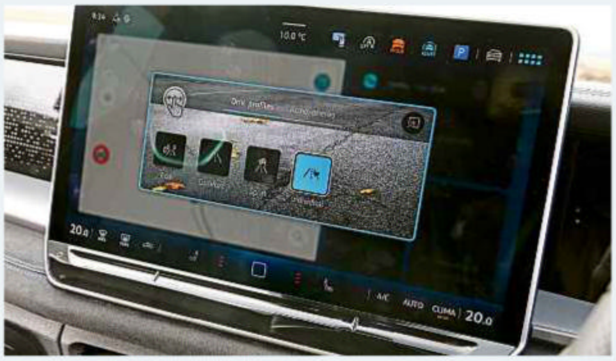
Metallic paint/wheel size	£810/20 inches	£700/20 inches
Parking sensors/camera	F&r/yes	F&r/rear
Spare wheel/Isofix points	£360/three	Repair kit/four
Keyless entry & go/powered tailgate	Yes/£975 (part of pack)	Yes/yes
Leather/heated seats	£2,125/yes	Yes/yes
Screen size/digital dashboard	12.9 inches/yes	12.3 inches/yes
Climate control/panoramic sunroof	Yes/£1,385	Yes/no
USBs/wireless charging	Four/yes	Six/yes
Wireless CarPlay/Android Auto	Yes/yes	Yes/yes
Blind-spot warning/head-up display	Yes/£625	Yes/no
Adaptive cruise/steering assist	Yes/£975 (part of pack)	Yes/yes

WHAT WE WOULD CHOOSE

TAYRON The Winter Pack will come in very handy, because it adds a heated steering wheel. For the £460 outlay, it also includes heated rear seats and a heated windscreen – taking away the need to scrape the ice off the front window.

SANTA FE Premium models have a single option: the SmartSense+ Pack, with extra safety tech this lifts the car's NCAP rating from four to five stars. At £1,500, it's pricey, but it adds worthwhile features, such as blind-spot monitoring.

INFOTAINMENT



Volkswagen Tayron 4.0/5★

INFOTAINMENT PACKAGE PLUS
KEY FEATURE: WIRELESS APPLE CARPLAY

OUR test car was equipped with an optional 15-inch display – an upgrade over the standard 12.9-inch unit. The screen is among the better laid-out of recent infotainment systems, with quick and easy links to both driver-assist settings and more in-depth climate controls.

But we'd prefer a physical shortcut for both functions; the Tayron's Czech relative, the Skoda Kodiaq, gets big, round physical dials for adjusting the temperature and fan speed, and we still much prefer its set-up to this.

10:12
Fuel engine use
41.6 MPG
Electric motor use
0.0
Idle mode
Engine
Electric motor
Battery
Wheels

Hyundai Santa Fe 3.8/5★

12.3-INCH TOUCHSCREEN NAV
KEY FEATURE: OVER-THE-AIR UPDATES

A PAIR of 12.3-inch screens sit side-by-side across the top of the Santa Fe's dash, and the touchscreen portion gently curves towards the driver to make it easier to reach.

But good ergonomics don't guarantee ease of use, and in one or two areas, the Hyundai's system isn't as slick as the VW's. It's not as quick to load, while adjusting the driver-assist settings (something many users will choose to do considering their tendency to beep) is a bit fiddly.

> **"THE VOLKSWAGEN TAYRON'S TOUCHSCREEN IS AMONG THE BETTER LAID-OUT OF RECENT INFOTAINMENT SYSTEMS"**

VOLKSWAGEN TAYRON BEST FOR USABILITY

THE Tayron is more car-like and convenient to drive if you are not making regular use of all the seats. The Hyundai is unapologetically a seven-seater, with a clear focus on practicality.

HYUNDAI SANTA FE BEST FOR DESIGN

THERE aren't many seven-seat family SUVs that can turn heads, but the Santa Fe manages to do exactly that. It's a really striking-looking thing.

RESULTS

WINNER ★★★★☆

Volkswagen Tayron

IT'S a very closely fought contest, but the Volkswagen Tayron scrapes a narrow win. That's because of this pair, it's the car that will be easier to live with every day. A large part of that comes down to the way that it drives. It doesn't seem bulky like its rival; indeed, the VW feels barely any more substantial than the smaller five-seat Tiguan upon which it's based.

The powertrain line-up is excellent – it's a shame that the PHEV versions aren't available with seven seats, though – and there's plenty of space inside, with the back row working well enough for occasional use.

AUTO EXPRESS
ROAD TEST WINNER
JUNE 2025
★★★★☆
Volkswagen Tayron

INTERESTED? Scan the code to view our deals on the VW Tayron

RUNNER-UP ★★★★☆

Hyundai Santa Fe

THE Hyundai Santa Fe has an edge on its test rival for desirability and for those who will frequently make use of the third-row seats, it is also the more versatile option. However, in most other areas, the Hyundai loses out – if only narrowly at times – to the Volkswagen.

It's a little cumbersome to drive, the hybrid powertrain isn't that frugal and can sound rough, and the infotainment technology isn't on the Tayron's level. Most significant, however, is the price; while you're getting a lot of tech for the money, the Tayron's more tempting value gives it the nod in this contest.

INTERESTED? Scan the code for to check out brand-new Santa Fes

SECOND REPORT

VOLKSWAGEN ID.

Fitting a homecharger makes electric car life easy – and delight

Phil McNamara

Phil.McNamara@autoexpress.co.uk

CHARGING is the biggest hurdle to switching to an electric car, I reckon. So just after the VW ID.7 Pro S arrived, I began looking for a homecharger for my new house, plumping for an Ohme ePod.

At £949 (including installation), it's £50 cheaper than Ohme's Home Pro wallbox with its digital monitoring screen and built-in cable for convenience. But I went for the more compact ePod because I didn't want the eyesore of cable spaghetti coiled round it, and the screen is unnecessary when you can set up an automatic charging schedule via the ID.7's touchscreen. Get home, plug in and forget about it.

BP Chargemaster fitted my last wallbox in 2019, and things have seriously progressed since. That unit was 'dumb', which means it lacked connected smart charging, and Chargemaster had to do a preparatory site visit. This time I just used the Ohme app to upload a scribbled house plan showing the electricity smart meter, cabling and proposed wallbox, and shot an illustrative video.

On the day, the EVs Made Easy installers lived up to the company's name. Zuriel fitted the ePod while Tom installed the fuse board in my meter cupboard, earthed everything and hung the power cable along my alley wall.

The 32-amp charger has built-in load balancing, so if it and other high-draw appliances such as the dishwasher, tumble drier and more approach my house's 100-amp max, it can reduce power to the car. And there's a circuit breaker just in case. My electricity supply was off for just 15 minutes and the whole installation took three hours: a tip-top experience from beginning to end.

The trickiest part was getting the VW, Ohme and Octopus apps to pair, with a few failed attempts in a confusing process before I triggered the Intelligent Octopus Go EV tariff. I'm now getting dirt-cheap, 7p per kWh electricity for six hours per night. And if my car's plugged in at other times, Ohme smart charging monitors when low energy demand means prices are cheap and adds juice then.

I smugly look at the app to see one charge is said to have put 41.7kWh into the ID.7 for just £4.72, with a couple of quid saved. Since installation, the app reckons the VW has drawn 639kWh (enough to fill the 86kWh battery 7.5 times) for £76.33. Very rough man maths, but if I get about 250 miles per full battery, that's around 4p per mile – cheaper than any ICE car.

Aside from low running costs, what else do I love about the ID.7? Its big-car space still delights. My five-person household does not pack light, but the estate car easily swallowed our Easter road trip's suitcases, provisions and coats under the tonneau cover. And folding the seats creates a low-roof van that aces trips to the recycling centre.

Niggles? The recessed door handles can refuse to open, with the springy flap sometimes jarring my fingertips: irritating software mission creep! But the brakes are the ID.7's Achilles' heel; the pedal responds inconsistently, often feels horribly spongy and can travel disconcertingly far before the pads start to slow the car.

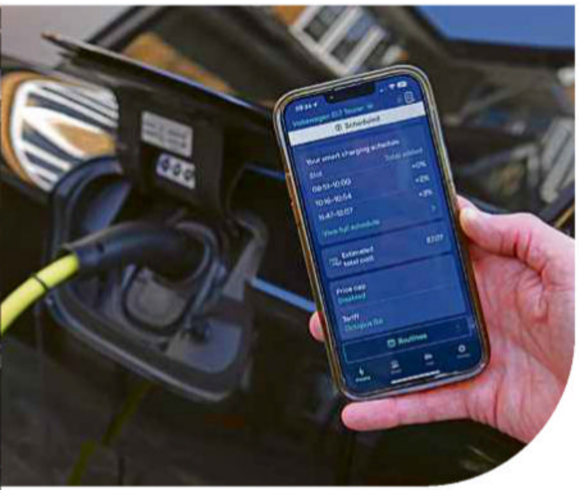
It's not easy for automotive engineers to tune a progressive blend between electronic regeneration and the friction brakes. That's the price I'm paying for those low EV running costs, I suppose.

Pete Gibson

7

CHARGING Phil's new Ohme ePod cost £949 all in and was installed in three hours

fully cheap



CONNECTED Initial syncing of three apps was a trying process; system can be set to charge car when prices are at their lowest

PRACTICALITY The ID.7 is doing a fine job of coping with a family of five and all their clutter, and can cover around 250 miles on a charge. The brake pedal's inconsistent performance is starting to annoy, though

MODEL TESTED:
VW ID.7 Tourer Pro S Match

On fleet since:	February 2025
Price new:	£56,170
Powertrain:	86kWh battery, 1 x e-motor
Power/torque:	282bhp/545Nm
CO_2/BiK:	0g/km/2%
Options:	Exterior Pack Plus (£1,000), Interior Pack (£2,000)
Insurance*:	Group: 38 Quote: £960
Mileage/Efficiency:	4,685 miles/3.5 miles/kWh
Any problems?	None so far

***Insurance quote** from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS	CONS
Hushed, comfy cockpit	Poor brakes
Decent turn of pace	Dull steering
Good efficiency	Electronic niggles

VERDICT ★★★★☆

THERE'S much to like about the ID.7. It's quick, efficient, very calming to cruise about in, and everyone loves its spaciousness. But black paint is hard to keep clean, the phantom error messages – such as wiper or child locking faults – bewilder and the brakes are awful.

> **"SINCE THE EPOD'S INSTALLATION, THE ID.7 HAS COST ME £76.33 TO COVER 1,875 MILES. THAT'S 4P PER MILE"**

SECOND REPORT

KGM ACTYON

KGM's mid-sized SUV keeps its identity hidden but once you get to know it, you'll certainly remember its name

ON THE ROAD
The KGM's light steering means it's more suited to urban roads but it's also a reasonably refined cruiser on the motorway, where economy improves

Steve Walker

Steve.Walker@autoexpress.co.uk

GOOGLE'S global monopoly on the question and answer business isn't looking as secure as it once did. You can still find stuff out by typing into an online search box, but the box is less likely to be Google's and even if it is, artificial intelligence is increasingly likely to be behind the reply.

Ask Google's Gemini AI, "what is the boxy-looking white SUV that just drove past me?" and it is understandably none the wiser. "It's tough to say definitively what boxy-looking white SUV just drove past you without more information," says our machine overlord.

Why would I be searching the internet to identify a mystery SUV? The answer is the KGM Actyon, a boxy white SUV that's devoid of badges up front. I'm well aware of what it is because I've been driving it for a few months as part of our long-term test fleet, but many people haven't got a clue what it is.

This is definitely a car that hides its true identity more effectively than most. The lack of badging or lettering on the nose is made more confusing by styling that has an odd knack for reminding you of various other SUVs, often all at once. It's a tricky one to pin down, even though there's a slightly apologetic 'KGM' in the corner of the tailgate.

We've learned a lot about the Actyon so far. Its size and interior space are obvious strengths. It's also well equipped for the £37,000 being asked. The driving experience, however, leaves a bit more to be desired.

We've probably all been spoiled a bit by the silent, surging acceleration of modern electric cars, but the KGM's 1.5-litre turbo petrol engine feels a bit out of its depth. It's a small-ish direct-injection petrol unit with 161bhp and only 280Nm of torque being asked to power a 4.7-metre-long, 1.6-tonne SUV. Hence the 10.8-second 0-62mph time and fuel economy that hovers around the 30mph mark in mixed driving.

The Actyon is made to feel all the more ponderous by its sometimes slow-witted six-speed automatic gearbox. It's not the most trustworthy unit when you want to make a brisk getaway and I find myself waiting for a bigger gap in traffic than I otherwise would because of the delay when you put your foot down. That probably isn't a bad thing overall, though, and the Actyon definitely does coax you into a more measured driving style by being slow on the uptake and rather thirsty.

> **"A LACK OF BADGES ON THE NOSE OF THE ACTYON EVEN HAS GOOGLE'S GEMINI AI FLUMMOXED"**

STYLING
Seats' red highlights lift an otherwise dark interior. Small KGM badge on the bootlid feels like an afterthought

The steering is very light for an SUV and many might prefer that for town driving, but on A and B-roads this lack of weight, combined with the lane-departure assist system, make the Actyon quite a handful. It's pretty hard to place the sizable SUV accurately on narrow twisting roads because of the vagueness of the steering set-up; and it's all compounded by the beeping and tugging on the steering wheel if you venture near the white lines.

The shrill noises of the driver-assist and speed-limit warning systems in the Actyon's moody black and red leather interior make me wonder if its designers were inspired by

a night at a Berlin techno club. At least the safety aids are easy to deactivate via the shortcut menu on the touchscreen.

The Actyon is better getting around town than it is on A-roads, especially if you drive in a relaxed manner. You just have to live with a suspension set-up that lets you feel the bumps more than in other similar SUVs and often crashes into potholes or other bigger imperfections. Motorway driving is probably the car's strongest suit. Wind flutter and engine noise aren't bad at speed, and the fuel economy can easily improve to 40mpg when you're sitting in top gear and not revving the engine too high.

Bystanders might not have any clue what the Actyon is when they see it, but they should try spending a few months with it. The time will be more memorable than in many mid-size SUVs, with the obvious strengths and clear weaknesses making themselves felt without any need to ask Google.

MODEL TESTED:

KGM Actyon K50

On fleet since:	February 2025
Price new:	£36,995
Powertrain:	1.5-litre 4cyl petrol, 6-speed auto
Power/torque:	161bhp/280Nm
CO2/BiK:	194g/km/37%
Options:	None
Insurance*:	Group: 25A Quote: £1,374
Mileage/mpg:	1,790 miles/30.1mpg
Any problems?	None so far

*__Insurance quote__ from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS	CONS
Value for money	Fuel economy
Decent styling, to our eyes at least	Mediocre performance
Well equipped as standard	Slow gearbox

GEARBOX
The dim-witted six-speed auto has forced Steve to adapt his driving style, and he now waits for larger gaps in traffic before pulling out at junctions

VERDICT ★★★☆☆

IS it a Kia Sorento? It is a Range Rover Sport? Few bystanders seem to have a clue, but the Actyon's sharp styling certainly attracts attention. Its old-school drivetrain is proving less compelling, though, with sluggish performance and so-so fuel economy.

FLEETWATCH

CUPRA TAVASCAN

THE Cupra brand may be synonymous with sporty stylish looks, but our Tavascan test car is also proving to be a very practical companion. We're having a new carpet fitted at home, and have had to dispose of the old one, which meant a trip to the recycling centre. The Cupra's boot capacity is a decent 540 litres with the rear seats up, but we folded them and everything fitted with space to spare. The wide opening also made it easy to load.

DAWN GRANT

VAUXHALL GRANDLAND

SUMMER has arrived and one could argue the coolest thing about our Vauxhall Grandland is its light-up front badge, which, I must admit, has grown on me over the past couple of months. But it's the car's air-conditioned cool box that's proven to be most useful on longer trips; the centre console offers lots of space and has been the custodian of drinks, sausage rolls and even a tub of ice cream.

TOM JERVIS

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zda sets sights on Tesla with 6e
NEWS
market as it announces new rival for Model 3
STYLING
New EV is identical to EZ-6, which is already on sale in China; 19-inch alloy wheels feature an efficient design to boost range
INTERIOR
Passengers have plenty of room front and rear; 14.6-inch touchscreen dominates dash
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Versions for 2 or 3 bikes Folds for easy storage

roofracks.co.uk THULE SWEDEN

AUTO EXPRESS

56 NEW PRODUCT GAMING CHAIR
Will it make you a winner?

57 MINI TEST HALOGEN BULBS
From Philips and Ring

58 PRODUCT TEST HAND WIPES
Eight cleaners assessed

PRODUCTS

HOT KIT

ARB Esperance 2 Roof Tent

Price: £2,469 **Contact:** *truckman.co.uk*

AEX JUST in time for the new camping season, ARB has unveiled a really posh way to camp with your car. The Esperance 2 Hard Shell Roof Top Tent is the next generation of the company's popular Esperance range, which is said to incorporate more than 40 enhancements based on customer feedback.

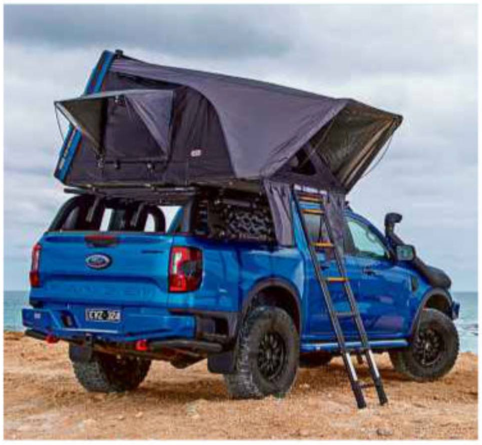
The lightweight and compact two-person design weighs only 59kg, but features such luxuries as a built-in mattress and even electrics. When folded, it has a streamlined plastic exterior shell, so it won't add too much aerodynamic drag while on your way to the campsite or festival.

Once parked up, the user unlocks the latches and allows the gas struts to erect the tent automatically, providing an internal space of 199cm by 143cm.

Inside, there's a 50mm thick foam mattress with a removable 'peach skin' protector, while the additional ventilation and zip-on transparent windows help airflow and give protection against the British weather. A telescopic ladder with angled steps is also included.

In terms of technology, the Esperance 2 is equipped with integrated 12V electrics, including USB-C and USB-A outlets, a 12V power socket, and dual-control lighting. It is also available with a range of optional accessories, including an annexe room and 'en-suite' shower tent. The company will even paint the tent's exterior shell to match your car's colour code for an extra £347.

The price of the Esperance 2 – £2,469 – is quite an investment. But bear in mind that you can spend that on a package holiday for a couple of weeks, and the roof tent maybe doesn't seem that expensive after all.



HIGH LIFE Gas struts help the Esperance 2 erect automatically, while the tent's ladder is telescopic so doesn't take up much room

BOOKS

Porsche Sports Racing Prototypes 1963-1971

Johnny Tipler (The Crowood Press, *crowood.com*)
Price: £30 **Rating:** ★★★★☆

THIS book takes a confident lap around the familiar territory of Porsche's motorsport history, showcasing an era when the company climbed from a scrappy underdog to an outright endurance racing legend.

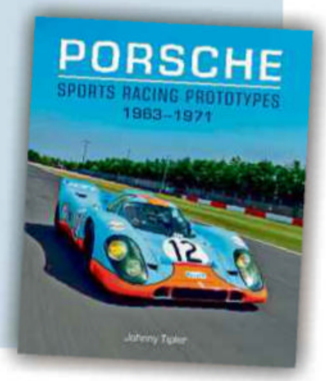
The story covers a collection of iconic models in the sports prototype class – from the cheeky little 904 to the thunderous, frankly terrifying, 12-cylinder 917. The author, Johnny Tipler, reminds us why this period is so fondly remembered by so many fans.

The book is packed with excellent photography, with many shots taken straight from Porsche's own 'secret stash'; it's a nice mixture of images from the period and others taken in more recent times. The production values are high, too – this book won't shame your coffee table collection.

The detailed technical breakdowns, which are plentiful, might be a bit dense for some, but they'll delight Porsche buffs looking for behind-the-scenes insights and extra facts they won't be able to find on Wikipedia.

Driver interviews sprinkle some spice, letting racing legends such as Richard Attwood and Gerard Larrousse share tales from the cockpit.

If you have a soft spot for Porsche's golden years or just enjoy thumbing through pictures of classic racers ripping up iconic tracks such as Le Mans, Monza and Spa, it's well worth your time. And any Porsche book that isn't just focused on 911s is refreshing.



NEW PRODUCT

Vertagear and Audi Gaming Chairs

Price: £499-£699 **Contact:** *vertagear.com*

NOW you can sit in an Audi, even while you are at your desk! The brand has joined up with gaming chair maker Vertagear to deliver a new series of seats, which resemble those used in the car manufacturer's high-performance models.

The three new chairs correspond to Audi's trim levels, with versions called the Audi Edition, the RS Edition and the Audi Sport Edition. Both companies' logos are embroidered onto the front and rear of the seats

Each uses Vertagear's patented ergonomic features, which are claimed to enhance comfort and support for extended gaming or work sessions. This includes a dynamic lumbar support system that adapts to the user's posture to reduce tension and promote natural spinal alignment, while hexagonal foam cushions on the base are said to enhance air movement, improve circulation, and provide optimal weight distribution.

The cheapest SL3800 Audi Edition, priced at £499, features a micro-suede material for a soft, luxurious feel that resembles the Alcantara used in many car interiors. The SL5800 RS Edition, costing £599, has material made from coffee grounds and silver-coated embroidery, which is said to reduce odours and have anti-bacterial qualities. It also has extra adjustability on the arm rests.

The £699 PL4800 Audi Sport Edition is designed for tall users, with a recommended height of between 175 to 198cm, up to a weight of 163kg.

The SL5800 RS and PL4800 are both available with an optional LED kit to illuminate the head rest area.

The collection is available now for pre-order, with the first customer deliveries expected in July.

SUPPORT The Vertagear and Audi gaming chair is designed to copy the seats in the car brand's performance models, enhancing comfort as well as the gaming experience

"IT INCLUDES A DYNAMIC LUMBAR SUPPORT SYSTEM THAT ADAPTS TO THE USER'S POSTURE TO REDUCE TENSION"

FIRST TEST

ESR Qi2 MagSafe car phone charger

Price: £33.14 **Rating:** ★★★★⯪
Contact: *ukesrtech.com*

MANY drivers worry they won't make it to their destination before their battery goes flat. We're not talking about electric cars, but iPhones. Using navigation and streaming apps rips through your charge quickly on a journey.

Magnetic wireless charging pads – as seen in many high-end cars as standard – are more convenient than cables but they can cause your phone to get worryingly warm.

Which is where the Qi2 Wireless Car Charger with CryoBoost can help. It is compatible with all iPhones with MagSafe built in (12 or later), or cases with MagSafe attachments. This means the ESR's magnets will hold the phone securely in place while charging, even during 'spirited' driving.

The clever part of the ESR is a built-in fan and heat-management technology which keeps your phone cooler. The company says it will halve the time needed for a full charge.

The charger itself can be secured using a strong clip to attach to a dashboard vent, or a ball joint with a 3M sticker mount. Both are supplied, along with a one-metre cable.

It's certainly quick to charge a phone, especially from empty. The fan is near silent and a subtle blue glow lets you know power is flowing but isn't so bright as to be distracting, even at night. Unless you have strong vents, though, we recommend you use the sticky attachment to keep the charger secure.

MINI TEST

Kim Adams

WHEN Osram introduced its Night Breaker 220 headlight bulb late last year, it was only a matter of time before the tech appeared in subsidiary Ring's line up. That time was earlier this year, when the Xenon220 arrived.

In our H7 headlight test in Issue 1,855, the Philips and the 200 per cent Ring outperformed the Osram, so we were keen to see the Xenon220 fared. We calculated the figure of merit by combining light levels 50 and 75 metres ahead of the car, then measured the area illuminated at more than 30 lux, beam length and brightest point.

The bulbs' ECE R37 compliance was also checked. Unlike in 2024, we couldn't measure beam width, and used a Vauxhall Astra headlight rather than a VW Passat's. The headlamp switch suited the Ring, again showing how small the margins are between these original equipment producers.

Ring Xenon220

Price: £19.99 **Score:** 100% **Rating:** ★★★★★
Contact: *ringautomotive.com*

Ring's Best Performing Halogen Bulb
Xenon220
Brighter Headlamp Bulbs
RING
+220% Brighter
H7
12V / 55W PX26d
x2

AFTER a disappointing start in our last multitest, this time we saw the kind of performance we hoped for from a lamp boasting 220 per cent extra light within the beam. Like parent company Osram's 220 per cent offering, these have gold tips rather than the more usual chrome or grey and that's reflected in packaging.

The newcomers had the edge over the multiple test-winning GT200 in all our assessments but the margins were small and undetectable to the naked eye in the light tunnel. The biggest margin was in the area of more than 30 lux, where the Xenon220 had an almost 10 per cent advantage. Elsewhere the gap was closer to five per cent with the new bulb hitting 175 metres in the beam length test, more than eight metres ahead of its rival.

This Xenon pair sailed through the tests with a highly impressive overall performance.

TESTED Uprated H7 headlight bulbs

Shining lights: A new Xenon-type bulb from Ring claims to be 220 per cent better than standard – but how does it measure up to our past favourite?

Philips RacingVision GT200

Price: £22.49 **Score:** 93% **Rating:** ★★★★☆
Contact: *powerbulbs.com*

THE switch to a Vauxhall Astra headlamp and the lack of a beam width test did the GT200 no favours but it remains a top performer, and the margins were small. The margins may have been narrower had the bulbs been more closely matched.

Not that they were massively different, but the Xenon220 pair had around half the variation in lumens output. The result meant that while the Ring pair delivered the same figure of merit result, the RacingVision duo were more than 10 per cent behind overall.

Small margins, but the combined result was a narrow win for the Xenon220. The beam patterns are hard to tell apart, needing computer analysis to find the differences, with both delivering a wide beam, a clear cut-off and a hotspot close to the 75-metre mark. Fit either one of these top performers to your car and you'll see a vast improvement.

> **"FIT EITHER OF THESE TOP PERFORMERS TO YOUR CAR AND YOU'LL SEE A VAST IMPROVEMENT"**

PHILIPS
RacingVision GT200
H7
Up to 200% more brightness
Auto Express Recommended 2020
Original 1914

HAND-CLEANING WIPES

What are your best alternatives when an old rag just won't do?

BUY YOUR CAR KIT WITH CONFIDENCE
Every week, we extensively test all the latest car kit from tyres to trim cleaners. Scan the code to access our huge online test archive

Tom Barnard

AN oily rag has been a traditional feature of any garage since the car was invented. But time has moved on and these days most mechanics will prefer to use a disposable wipe to clean up tools and even their hands.

While they are not the most eco-conscious choice and we would always recommend wearing gloves before handling nasty substances, single-use wipes will work where there is limited access to a tap and will help keep some unpleasant chemicals in the bin rather than in the water system.

Wipes are also great for emergency clean ups after a small spill. Plus we'd recommend keeping a few in a sealed plastic bag in your glovebox or with your spare wheel to help tidy up if you need to change a wheel or carry out some other messy repair while on a journey.

Which of our eight contenders will wipe away the opposition?

WONDER WIPES
BIG WIPES
zep
MULTI TASK WIPES
WIPES

How we tested

WE are looking for wipes which will be versatile in the workshop, so should be able to clean hands, tools, car parts and even help out if you accidentally mark a bit of seat trim with a grubby hand.

To test them, we checked if they were able to clean grease, diesel soot and bitumen-based underseal from a solid surface and a piece of fabric.

We then tried the wipes on our hands, testing to see if they had a residue or left our skin feeling dried out. In addition to its cleaning power, we also rated each contender on value for money, based on the size and number of wipes in a pack.

Hygimax Heavy Duty Cleaning Wipes

AUTO EXPRESS BEST BUY 2025

Price: £8.99 **Rating:** ★★★★★
Cost per wipe: 9p
Contact: *thewipeshop.co.uk*

HYGIMAX'S big tub contains 100 blue, textured wipes that are a huge 28cm square, making them the biggest here. This means they can pick up more dirt than rivals, doing a great job of cleaning dirty hands. They have just the right degree of moisture, with a limited amount of sticky residue, a pleasant orange aroma, and a gentle abrasive action.

They were the only product tested that made a real impact on the tar spots and cleaned the fabric boot carpet well. Add in the price and they are a clear winner.

Hygimax
Workshop Wipes
Large, heavy duty wipes
Removes oil, grease and grime
Clean hands and equipment without water

No Nonsense Multi Task Wipes

AUTO EXPRESS Recommended 2025

Price: £9.69 **Rating:** ★★★★½
Cost per wipe: 3p
Contact: *screwfix.com*

WE initially didn't consider the No Nonsense wipe because there is no mention of hand cleaning in the description. But we are pleased we did, because they did a good job and are unbeatable value. Although the tub is the same size as rivals', it is crammed with 300 wipes, which measure 25.5cm x 20cm.

The wipes' translucent white material is similar to several others in the test, but the detergent liquid is more effective than most, cleaning the soot easily and making some impact on the tar.

NO NONSENSE
MULTI TASK WIPES
HEAVY DUTY
CLEANS TOOLS & SURFACES
REMOVES PAINT, GRIME & MORE
300 WIPES

> **"HYGIMAX WAS THE ONLY PRODUCT THAT MADE A REAL IMPACT ON THE TAR SPOTS AND CLEANED THE FABRIC BOOT CARPET WELL"**

Sika Wonder Wipes

Price: £8.19 **Rating:** ★★★★☆
Cost per wipe: 8p
Contact: *toolstation.com*

AUTO EXPRESS
Recommended
2025

IF there was a prize for the best container, the Wonder Wipes would win. The big red pot resembles a small post box and has a rotating lid, which is easier to use than all of its rivals' caps – and is better at keeping the wipes moist.

The 23cm x 21cm rectangles of soft, white, translucent material are thicker than the No Nonsenses and cleaned our hands well, despite having no abrasive action. An initial sticky residue soon disappeared as the detergent dried.

Zep Multi Task Wipes

Price: £14.80 **Rating:** ★★★½☆
Cost per wipe: 15p
Contact: *amazon.co.uk*

THESE appear very similar to the No Nonsense wipes, but miss out on a higher placing because they look poor value in comparison, especially because they are smaller, at 22cm x 19cm.

The detergent used is different though, with a slightly almondy aroma, and it left some stickiness on our hands. Zep's wipes worked very well on the carpet material, but were unable to overcome the spots of tar.

Gorilla Wipes

Price: £8.49 **Rating:** ★★★½☆
Cost per wipe: 8.5p
Contact: *toolstation.com*

THE Gorillas feel slightly thicker and more abrasive than most rivals. The initially sticky and slimy feel disappears, but leaves a harsh chemically smell.

They cleaned the soot reasonably well, but needed a bit more scrubbing on our hands and fabric, because there is less liquid infused in the wipe than in others. On the positive side the Gorilla Wipes are big, at 20 x 30cm.

ProDec 100 Multi-Purpose Wipes

Price: £7.99 **Rating:** ★★★½☆
Cost per wipe: 8p
Contact: *therange.co.uk*

AFTER studying the ProDecs carefully and sniffing them, we are convinced they are the same as the Gorilla wipes, although in less interesting packaging. Unsurprisingly, this meant the cleaning performance was identical too.

The big difference is the size of the wipe though. The Gorillas are 50 per cent bigger, which makes the ProDecs seem poorer value, because we needed two wipes to clean our grubby hands properly.

Rozelex XWipes

Price: £16.99 **Rating:** ★★★☆☆
Cost per wipe: 21p
Contact: *rozelex.co.uk*

WE had high hopes for the Rozelex, because the company makes the hand-cleaning liquid that has won all our tests for the past six years.

And sure enough, the big orange wipes work well, with an abrasive side that gets stuck into grime, and a softer surface on the reverse. They were especially good on the fabric, but their performance in the tar test was disappointing.

These wipes would also have finished much higher overall if they weren't so expensive to buy.

Big Wipes

Price: £13.49 **Rating:** ★★★☆☆
Cost per wipe: 17p
Contact: *screwfix.com*

THESE look very similar to the Hygimax wipes, but are smaller, at 25cm x 20cm. They claim to have added vitamin E and aloe vera, and made our hands feel good after the initial stickiness subsided. Yet they struggled on the fabric clean, and made no dent on the tar. At £13.49 for 80, our winner is better value.

Verdict

IT'S an easy win for Hygimax's wipes. They offer great value and the best cleaning performance. Screwfix's No Nonsense wipes take second place. They're not quite as good at cleaning, but there are three times as many wipes in each pot compared with rivals. Sika's Wonder Wipes are third.

Father's day Gift Guide

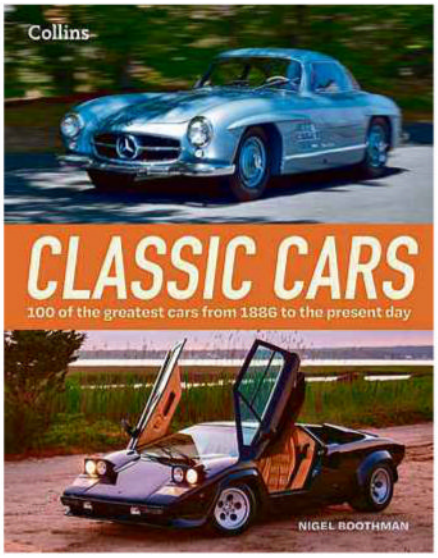
Collins - 100 of the greatest cars from 1886 to the present day

Price: £30

Visit: *collins.co.uk*

Discover all you need to know about 100 iconic vehicles in this beautifully-presented hardback, filled with stunning photography of world-famous cars.

Organised era by era, all key specifications are detailed for car buffs: from pre-war models like the Austin 7, Bugatti Type 35 and the Bentley 'Blower' to more recent classics like the McLaren F1, Nissan Skyline R33, Ferrari F50, Mazda MX-5, and even the cute Renault Twingo. The concept behind each car's creation is highlighted, along with styling and engineering history, plus its place in society – including any celebrity owners, famous movie or TV appearances and notable innovations. And, perhaps most crucially, what it's like to drive.



AlcoSense Elite 3 breathalyser

Price: £69.99

Visit: *alcosense.co.uk/elite3*

The AlcoSense Elite 3 breathalyser provides results that can be trusted, helping you accurately check you're safe to drive the morning after. The unit works via a premium 28mm2 semi-conductor sensor, providing a reading that goes down to two decimal places delivered in just a few seconds. This is combined with clear colour coding - green, amber and red. A memory recall function makes it easy to check the previous nine results, while the Elite 3 can be set to any limit used in the UK and Ireland. The unit is also discreet and pocket-sized, so it can be taken anywhere.

0.48 %BAC
Auto Express
BEST BUY
2023
alcosense
elite3

BILT HAMBER LABORATORIES
DOUBLE SPEED-WAX
carnauba polymer paste wax
250ml

Bilt Hamber Double Speed-Wax

Price: £16.95

Visit: *bilthamber.com/product/double-speed-wax*

After you've finished meticulously cleaning your car, it's important to make sure your hard work doesn't go to waste. That's why a premium wax is a vital part of any home-detailing kit - providing a layer of protection over the paint finish while also giving a glossy shine. Bilt Hamber's Double Speed-Wax is an award-winner that's both water-repellent and detergent-resistant, producing impressive, long-lasting results. It's better value than the more expensive paste waxes, too, with Double Speed-Wax coming in at £16.95 for a 250ml tin that also includes an applicator pad and a microfibre cloth.

Nextbase 320XR dash cam

Price: £99 (until 21st July 2025)

Visit: *www.halfords.com*

PILE UP
WORLD'S BIGGEST CRASH TEST
MENU
MODE
OK
NEXTBASE
WIDE ANGLE LENS

Treat Dad to extra peace of mind this Father's Day with the Nextbase 320XR Dash Cam. Designed for protection on every journey, it features both front and rear recording capability to capture every detail on the road. With 1080p HD resolution, a wide 140-degree viewing angle, and a sleek, discreet design, it's a perfect set-up for any car – easy to use on the daily commute, or even a longer road trip. Get the 320XR Dash Cam for just £99, with a 50 per cent saving, exclusively at Halfords until 21st July. It's the ultimate gift for a Dad who values safety and smart tech.

Sealey PW1860COMBO pressure washer

Price: £161.94

Visit: *sealey.co.uk*

Ideal for cleaning vehicles and machines, along with patios and other outdoor surfaces, this powerful, multipurpose Sealey Pressure Washer comes complete with a quick release Rotablast® Nozzle system and Snow Foam Gun, plus five litres of Whiteout Detailing Snow Foam. It also features Sealey's Total Stop System (TSS), which helps to extend the life of the motor and reduce water and energy consumption. The thick, rich snow foam has a satisfyingly long dwell time and breaks down dirt easily, while its formula is non-wax stripping and PH neutral, leaving a quality, streak-free finish. The package is available via Sealey's exclusive Tool Promotion, so check your local stockist for current deals.

GYEON Q^{2}M Bathe & GYEON Q^{2}M WetCoat

Price: From £13

Visit: *cleanyourcar.co.uk/gyeon*

GYEON
BATHE
slick, foamy & safe shampoo
WET COAT
instant hydrophobicity

GYEON's Q^{2}M Bathe and Q^{2}M WetCoat are the perfect shampoo and sealant duo for your regular carwash routine.

Q^{2}M Bathe is a gentle, yet powerful car shampoo featuring a strong foaming action and easy-rinsing formula. Highly concentrated with a generous dilution ratio, it provides incredible value for money, plus is tough on dirt and grime without degrading any existing forms of paint protection. After washing, you can preserve the freshly cleaned look by applying Q^{2}M WetCoat. This easy-to-use, spray-and-rinse sealant leaves a wet-look shine, enhanced by impressive water beading. And, thanks to its self-cleaning properties, treated finishes stay cleaner for longer between routine washes, saving effort and time. At just £15, Q^{2}M WetCoat is an affordable addition to your car care routine; a 500ml bottle will last a whole year when used every other month! What's more, you can take advantage of a limited Father's Day offer! Visit www.cleanyourcar.co.uk/gyeon, where you'll receive a free Bathe 500ml when you buy a WetCoat 500ml. Offer ends on 16th June 2025, or while stocks last.

Price: £13 for Q^{2}M Bathe 500ml, £15 for Q^{2}M WetCoat 500ml.

Jordan Bespoke & evo: win bespoke luxury at your next evo trackday!

Price: Leather goods from £395

Visit: *jordanbespoke.com*

Jordan Bespoke is a premium British brand creating handcrafted Italian leather goods inspired by motorsport heritage. Offering luxury luggage, helmet bags, and small leather items such as wallets and keyrings – many that echo iconic automotive manufacturers such as Ferrari and Aston Martin – each piece is made to order, with bespoke options for stitching, linings, and logos. Combining British design with Florentine craftsmanship, Jordan Bespoke delivers high-performance style for drivers and enthusiasts alike.

Book an evo trackday for your chance to win one of three Jordan Bespoke prizes worth up to £1,795!

Nilfisk High-pressure washers

Price: Use code AUTOEXPRESS10 for 10% off everything in the Nilfisk webshop

Visit: *shop.nilfisk.com*

NILFISK
fibre

Champion race driver Eliza Seville trusts Nilfisk to keep her car in top condition – both on and off the track. With more than 100 years of pioneering innovation in the cleaning industry, Nilfisk's high-pressure washers deliver a powerful clean every time, along with practical features such as an integrated hose reel, foam sprayer, and long-life metal pump. Perfect for cars, bikes, decking, and more.

Catch Eliza and Nilfisk on the race track this season! Use code AUTOEXPRESS10 for 10% off everything in the Nilfisk webshop (offer ends 16 June).

Car mats from CarMats.co.uk

Price: From £21.99

Visit: *carmats.co.uk*

CarMats.co.uk specialises in producing perfectly tailored car mats to fit every make and model. Manufactured in the UK, these custom carpet and rubber mats are weather-resistant and anti-slip, with each mat passing rigorous quality compliance tests. So, this Father's Day, show your dad how much he means to you with a gift that's both thoughtful and practical – just like him! Choose from a range of colour and embroidery options to create a present he'll cherish every time he steps into his vehicle. Plus, you can save 10 per cent by using the code AUTODAD10 when you checkout.

evo TRACKDAYS
DRIVE25

evo Trackdays: DRIVE25

Price: from £219

Visit: *trackdays.evo.co.uk*

Curated by evo, driven by you. Why not treat your father to one of our exclusive Drive25 trackdays, featuring unmissable corners, a warm welcome, and a guaranteed adrenalin rush?

Goodwood, Donnington Park, Brands Hatch, Bedford Autodrome – experience the UK's most thrilling race tracks, pick the brains of the evo team, and learn at your own pace. No snobbery. No stunts. No pit lane queues. Just an unforgettable time.

Overland and Overland + jump starters

Price: from £79.95

Visit: *mobilesolarchargers.co.uk*

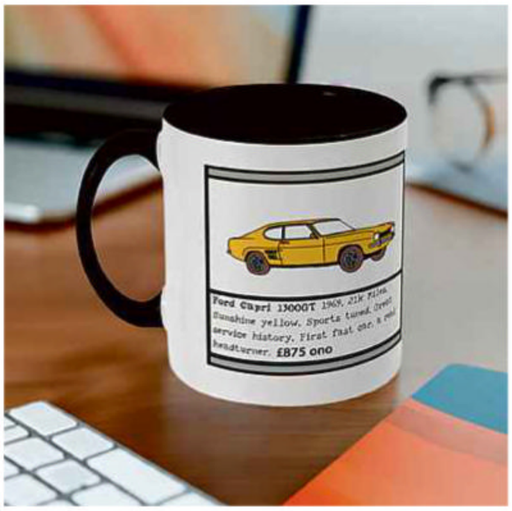
Winners of four Auto Express Best Buy reviews, the Overland and Overland + are excellent expedition-proven power banks that can also jump start any engine from 0.1 to 5.0 litres. The units can be recharged via either mains or an optional fold-out solar panel, and are supplied with their own 12V lighter-style socket.

MotorFolios – Personalised for your vehicle

Price: from £92 (receive 15% off using code FATHERSDAY25 from 4th-11th June)

Visit: *motorfolios.com*

An elegant and stylish way to preserve provenance and help enhance the value of your treasured vehicle, MotorFolios offers custom-designed portfolios tailored to your needs. It's the perfect luxury showcase for all original documents, photos and essential records, beautifully telling your vehicle's story by turning paperwork into a cherished part of the ownership experience.


Ford Capri 1300GT 1969, 21k Miles
Sunshine yellow. Sports tuned. Great service history. First fast car, a real headturner. £875 ono

YourLifeInCars personalised mug

Price: £23.95

Visit: *yourlifeincars.com*

Celebrate the history of your car with a Daily Driver™ mug! Hand-drawn in retro style, it features the vehicle of your choice with a unique personal touch. There's a variety of colours on offer, while the opportunity to add your own personal message means you'll have a truly special coffee break companion. Plus, it's dishwasher and microwave safe, too.

Autoglym Luxury Bodywork & Wheels Collection and Deluxe Exterior Collection

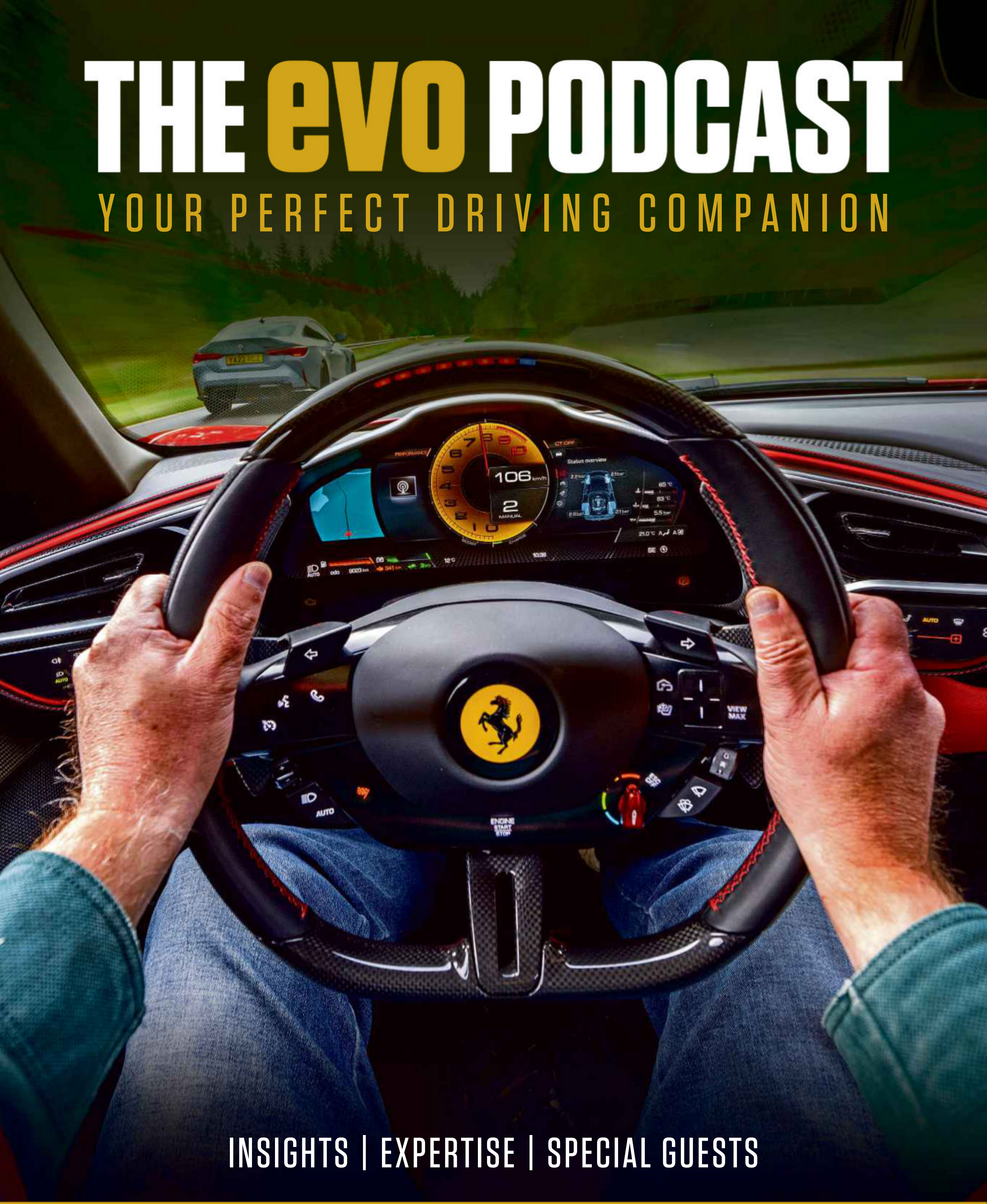
Price: From £53.99

Visit: *autoglym.com*

AUTO GLYM
LUXURY BODYWORK & WHEELS COLLECTION
AUTO GLYM
DELUXE EXTERIOR COLLECTION

Autoglym's Luxury Bodywork & Wheels Collection features six carefully selected products to enhance and protect your bodywork, glass and wheels. With summer just around the corner, it's the ideal Father's Day gift, providing all you need to keep a treasured motor looking as good as new. The collection includes Foaming Car Wash, Custom Wheel Cleaner, Instant Tyre Dressing, Rapid Ceramic Spray and Fast Glass, while a handy finishing cloth is also part of the package.

Exclusively available at Halfords, the Autoglym Deluxe Exterior Collection is made up of seven products and three accessories that will leave your car with a luxurious finish and the very best protection. Presented in an exclusive carrying case, the comprehensive kit includes some of Autoglym's most popular products – Ultra High-Definition Shampoo, Magma, Rapid Ceramic Spray, Super Resin Polish, Car Glass Polish, Clean Wheels and Instant Tyre Dressing, along with a Microfibre Wash Mitt, Finishing Cloth and InstaDry Cloth.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Coupé pros and cons

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BUYING CARS

SCAN THE CODE TO TAKE THE SURVEY
Tell us about your car to help people with their car changing decisions. You could also be in with a chance of winning a £100 Amazon voucher

INFORMATION IS POWER WHEN BUYING

DARREN WILSON

Auto Express's creative director on why we value your insight into car ownership – and how you can share your opinions with us right now

I RECEIVED an interesting E-mail from a reader last week, following up on a recent long-term report on the single-motor Volvo EC40 I'm currently driving.

It turns out that our reader, a keen petrolhead called Derek Dunthorne, is running the twin-motor version of the EC40, and although it's in a different specification to mine and something of an upgrade, we share many similar opinions.

Derek loves the interior, telling me that the "Android-based interface is brilliant – easy to use and completely logical – although, like most folk, I would prefer knobs for the heating and ventilation".

He also gave me some background information on his buying decision. Moving away from several Porsche Macans, this would be his – wait for it – 56th car. What particularly impressed him was Volvo's interior quality and finish; they're not quite at Porsche standards, in his opinion, but better than the Korean alternatives. He initially considered the smaller and newer EX30, but found he preferred the more conventional driver displays of the EC40, which is something I happen to agree with.

It also turns out that we are even getting the same miles per kWh. But the really interesting information from Derek was beyond even what our long-term reports can offer. It transpires that he bought the car at six months old with 1,800 miles on the clock for a discount of 33 per cent on the new price and a three per cent PCP (to hedge against depreciation). He was impressed with Volvo's used car 30-day exchange policy, and as it transpired that was a good choice, because he actually ended up using it. Unhappy with his first car for a number of reasons, he returned it and the company refunded his money and allowed him to choose another, which he now loves.

In terms of running costs, his are a fraction of mine. He uses the Octopus Energy Intelligent Go tariff that enables him to charge overnight for 7.0p per kWh. This means he has spent around £120 on electricity in 12 months and about 4,000 miles. Like many, he has never needed to use public charging, with all his journeys having been no longer than the 200 miles that the Volvo can comfortably complete.

In the digital era, we often hear about information overload, but Derek's E-mail and the context of his purchase and ongoing experience really brought home the power of information for car buyers. Which is what our annual Driver Power satisfaction survey is all about: real-world experiences from real-world drivers.

You can read the 2025 results next week, but in the meantime 'be more Derek'. Fill in the latest survey that will contribute to next year's results, because there is clearly no such thing as too much information when it comes to changing cars. We need all the help we can get, from experts and those living with the cars we're considering.

DRIVER POWER

OWNER VIEWS ON THE UK'S BEST CARS

"The Kodiaq is just a great all-round vehicle. We're on our second Kodiaq, which will be replaced by a third."

"The quality of the interior trim is really disappointing. The door cards look and feel especially low-rent."

MPG AND RUNNING COSTS

YOU SAID "The fuel economy is better than in my previous car, which was a diesel Yeti. With careful driving I can manage 60mpg. For the size of car the running costs are surprisingly low."

16th POSITION Skoda Kodia

USED PRICES FROM: £11,000 **YEARS:** 2017-2023 **CO$_2$:** 131-175g/km **FUEL ECONOMY:** 42-46mpg (2.0 TDI) **BEST O**

RIDE AND HANDLING

YOU SAID "The ride quality of my Kodiaq is very impressive. It's on the firm side, but the car soaks up road imperfections very well. The steering is light but responsive, and it suits the car."

INTERIOR AND COMFORT

YOU SAID "All-round visibility is excellent; the mirrors adjusting when reversing is very helpful. Seat comfort is brilliant. I did a 300-mile journey without any aches, which is unheard of for me."

"Our Kodiaq is so practical, it was excellent value, and it looks great in Sportline form with the big wheels."

aq Mk1

PTIONS: Three-zone climate control, rear-view camera

Richard Dredge

THE first-generation Kodiaq arrived in the UK in 2017 and was replaced by an all-new model last year. However, while the Kodiaq Mk1 is an obsolete model, it achieved an impressive 16th place in Driver Power, ahead of other SUVs including the Volkswagen Tiguan and T-Roc, Ford Kuga and Nissan Qashqai. It was beaten by the Kia Sportage, Toyota RAV4 and Mazda CX-5, though.

Where the Kodiaq excels is with its practicality; it came first for rear-seat legroom, seating versatility, boot capacity and the availability of cubbyholes. It finished second for reliability and value for money, and third for overall quality, while seat comfort is highly rated. Owners were also impressed by the heating and ventilation, with a third place for the Kodiaq, while the quality of the exterior finish and the number of safety features and ease of activating and deactivating them earned it an eighth place.

There were quite a few mid-table scores, too, but owners were least impressed with the fuel economy and the built-in satellite navigation; the Kodiaq came 48th in both of these sub-categories, while it finished in 49th place for the engine sound, its acceleration and the smoothness of the transmission.

WHY DRIVER POWER IS IMPORTANT

Every year thousands of owners share thoughts, opinion and experiences of the cars they own. This not only helps potential buyers, it also helps makers shape the new generation of cars.

WHAT DO YOU LIKE?

"It's very comfy around town and on long-distance trips. Good all-round visibility and very quiet."

"You get a lot of car for your money. There's space, flexibility, quality, reliability and economy. Top stuff!"

"For the all the kit, the price paid was amazing. It would cost £20k more in a VW or Audi, and it's the same car."

"I think the fit and finish are superb; easily better than some premium brands. I'm extremely impressed."

WHAT DON'T YOU LIKE?

"The infotainment system is very poor, verging on not fit for purpose. The Android Auto is very unreliable."

"The DSG transmission is slow to react in Normal mode and only a bit better in Sport. Really disappointed."

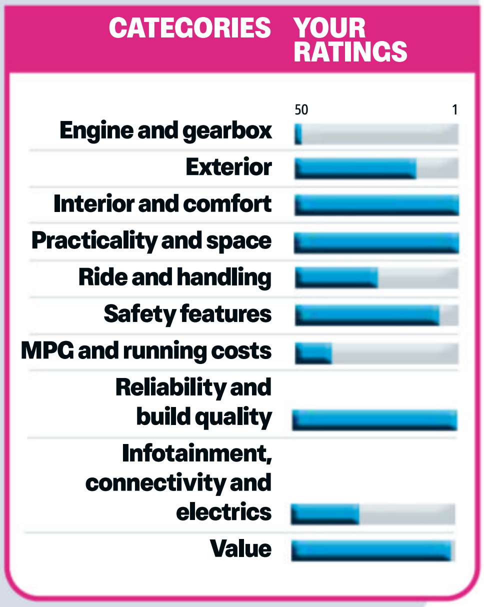
"The connectivity is terrible. Full of software bugs and ridiculously laggy, and it crashes all the time."

"Fuel consumption is poor, although most of my driving is in town, so I rarely get more than 23mpg."

88.84%

OVERALL SCORE

Bars show where model finished out of 50 vehicles in our 2024 new-car survey. The longer the bar the better



PRACTICALITY AND SPACE

YOU SAID "There are plenty of decent-sized storage bins in the doors and centre console, plus there's a dual glovebox along with a huge boot. Things are made even better by the ability to slide the middle row of seats to increase capacity if required."

SCAN THE CODE TO TAKE THE SURVEY

Tell us about your car and you could be in with a chance of winning a £100 Amazon voucher

USED BUYER'S GUIDE

FROM £1,000 Modern classic coupé has a cult following and there are still p

Richard Dredge

THE original Toyota Celica burst onto the scene in Japan in 1970, and within a year it was on sale in the UK. It would prove hugely popular with enthusiasts around the world for seven generations over a 36-year lifespan. Along the way it switched from rear to front-wheel drive and it got ever more hi-tech, but what didn't change was the usability, economy and reliability.

The Celica was never an out-and-out sports car, but it offered a certain panache with a decent – if ultimately rather unexciting – driving experience. It's more than a quarter of a century since the final iteration of the Celica appeared, by which point Toyota had sold 81,000 Celicas in the UK.

Now, the Celica Mk7 is a modern classic and while many are owned as second cars, there are still quite a few that are daily drivers, which just goes to show how usable these eye-catching coupés are.

HISTORY

SHOWN at the January 1999 Detroit motor show as a concept, it was later that year, in November, that the final iteration of the Celica reached the market. It came with a 1.8-litre petrol engine rated at 140bhp, but a year later a 189bhp edition was added to the range, badged Celica 190. The Celica 1.8T Sport arrived in August 2001, with a sportier design inside and out; mechanically it was a Celica 190.

Updates at the end of 2002 brought minor adjustments for the interior and exterior, as well as the brakes and suspension. The 190 was discontinued and the range now consisted of the Celica, Premium, Style and T Sport; all featured the 140bhp engine except for the 189bhp T Sport. The Red and Blue special editions of April and July 2004 respectively were based on the Celica 140, while the limited-run GT of July 2005 used the T Sport as its starting point.

WHICH SHOULD I BUY?

FACELIFTED cars from late 2002 have a higher-quality interior and bigger front brakes, while the T Sport also came with ESP, brake assist and traction control. The 189bhp engine doesn't feel all that torquey, but we'd always opt for one of these over the 140bhp alternative, which doesn't seem worthy of such a sharp-looking coupé. All Celicas came with a six-speed manual gearbox; any automatic is a grey import.

By modern standards the Celica is spartan, but all versions came with a six-speaker hi-fi, anti-lock brakes, remote central locking, twin front airbags, air-con and 16-inch alloy wheels, plus a full-size spare wheel. Buy a Celica Premium and you'll also have an electric sunroof, leather trim and climate control.

PRICES

CELICAS are valued largely on their condition and mileage, rather than their age or trim level. However, buyers will pay a bit extra for a Celica Premium, while the T Sport is the most sought after of the bunch, thanks to its extra performance as well as higher equipment levels.

Find a high-mileage scruffy Celica for sale privately (hardly any are sold by dealers), and you can pay as little as £1,000 for it. But anything that's ready to go will cost at least twice as much, although you can realistically expect a £3,000 start point for anything truly tidy, even if it's a high-mileage car. A nice Celica that you'd buy for long-term ownership fetches upwards of £5,000, or more like £8,000 if it's covered fewer than 60,000 miles. The best examples change hands for around £10,000; possibly even a bit more if it's a low-mileage T Sport.

✓CHECKLIST

GREY IMPORT?

If the car is a grey (unofficial) import, it won't be to correct UK specification, and it may be poorly rustproofed. Also be wary of any modified Celicas; some are quite ropey.

BODY PARTS

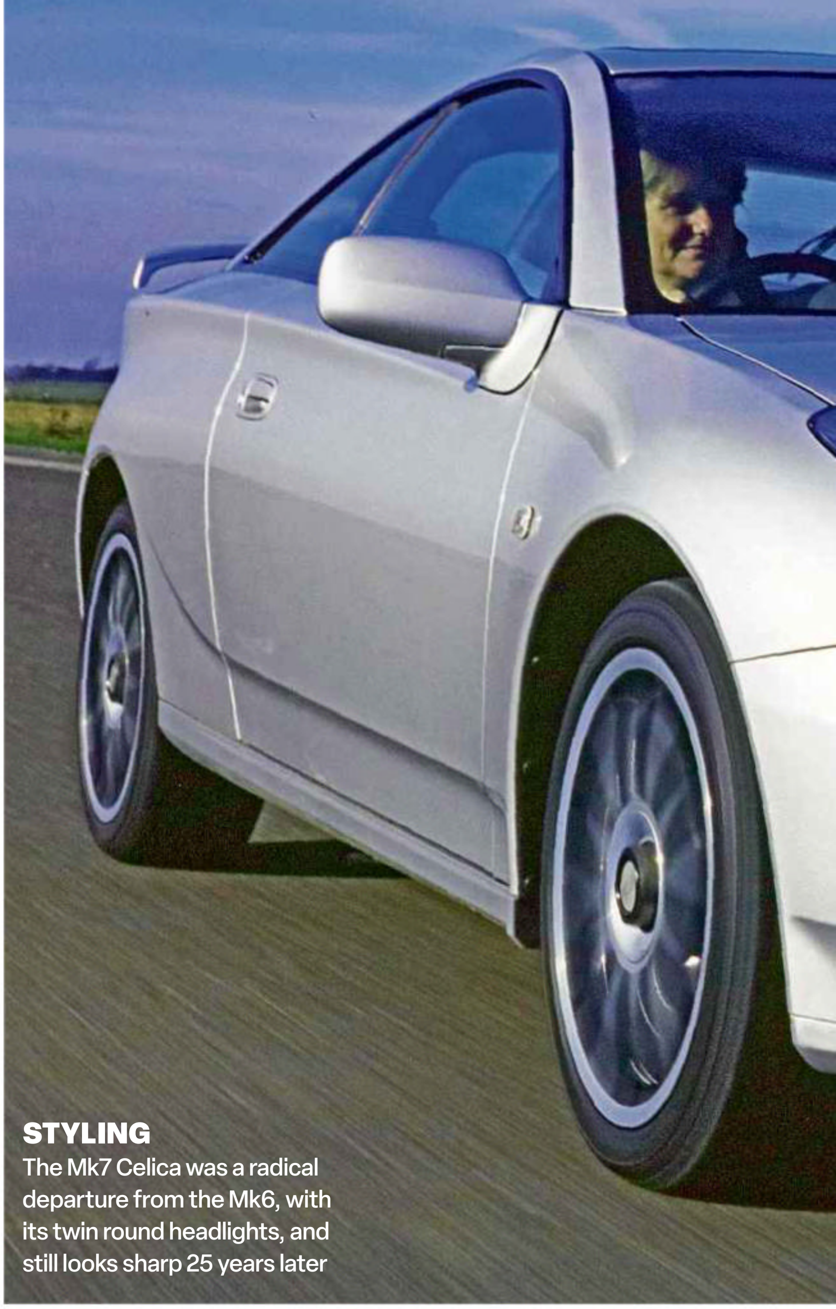
Corrosion doesn't tend to be a problem unless there have been poor crash repairs. Some panels are available new and you can find pretty much everything on a used basis, but the bodykits of late cars are not easy to find.

OIL USE

Heavy oil consumption is normal. A litre every 1,000 miles is par for the course, with early 140bhp engines prone to burning a lot of oil. Unusually for a Japanese engine, oil leaks are also pretty common.

WEAR AND TEAR

All Celicas are at that age where any mechanical part might need to be replaced through general wear. But everything is available used, and most of it is on offer new from Toyota dealers.



STYLING
The Mk7 Celica was a radical departure from the Mk6, with its twin round headlights, and still looks sharp 25 years later

ONLINE VALUATION TOOL
Head over to our valuation tool to check prices on a specific model.

Toyota Celica Mk7

lenty of examples out there. Here’s what to keep an eye out for when buying

RUNNING COSTS

ONE of the star attractions of running a Celica is the low running costs. Depreciation is virtually non-existent, but road tax is quite costly; buy any Celica registered before 1 March 2001 and the VED will cost £360 per year. Go for a 140bhp example registered after this date and the tax is £345 because it's rated at 185g/km of CO_2; 189bhp cars are pegged at 200g/km, which means a £395 annual bill.

Maintenance is cheap if you use an independent garage or you can do basic tasks yourself. An oil and filter change (mineral oil is fine) is required every 12 months or 10,000 miles, while the spark plugs need to be renewed only every 40,000 miles.

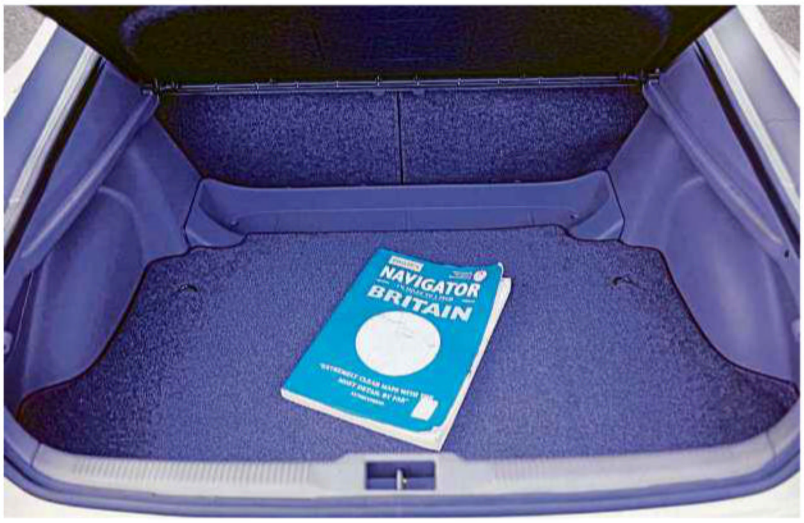
The engine is chain-driven, so there's no cambelt to replace. Combined fuel consumption is pegged at 36mpg for 140bhp cars, and 33mpg for 189bhp editions.

RECALLS

THE Celica Mk7 is known as the T230, and Toyota has issued three recalls for it. The first was in March 2003 and it affected 2,553 cars made between March and November 2002. These left the factory with an incorrectly fitted valve in the petrol tank, which could lead to fuel leaks.

In April 2005, 6,936 Celicas built between September 1999 and September 2000 were recalled because some left the factory with faulty master cylinders which could lead to brake fluid leaks, and ultimately a lack of stopping power.

The third recall came as recently as October 2020. Some of the earliest Celicas were fitted with faulty Takata airbags. This was part of a huge global campaign that affected millions of cars made by numerous manufacturers.

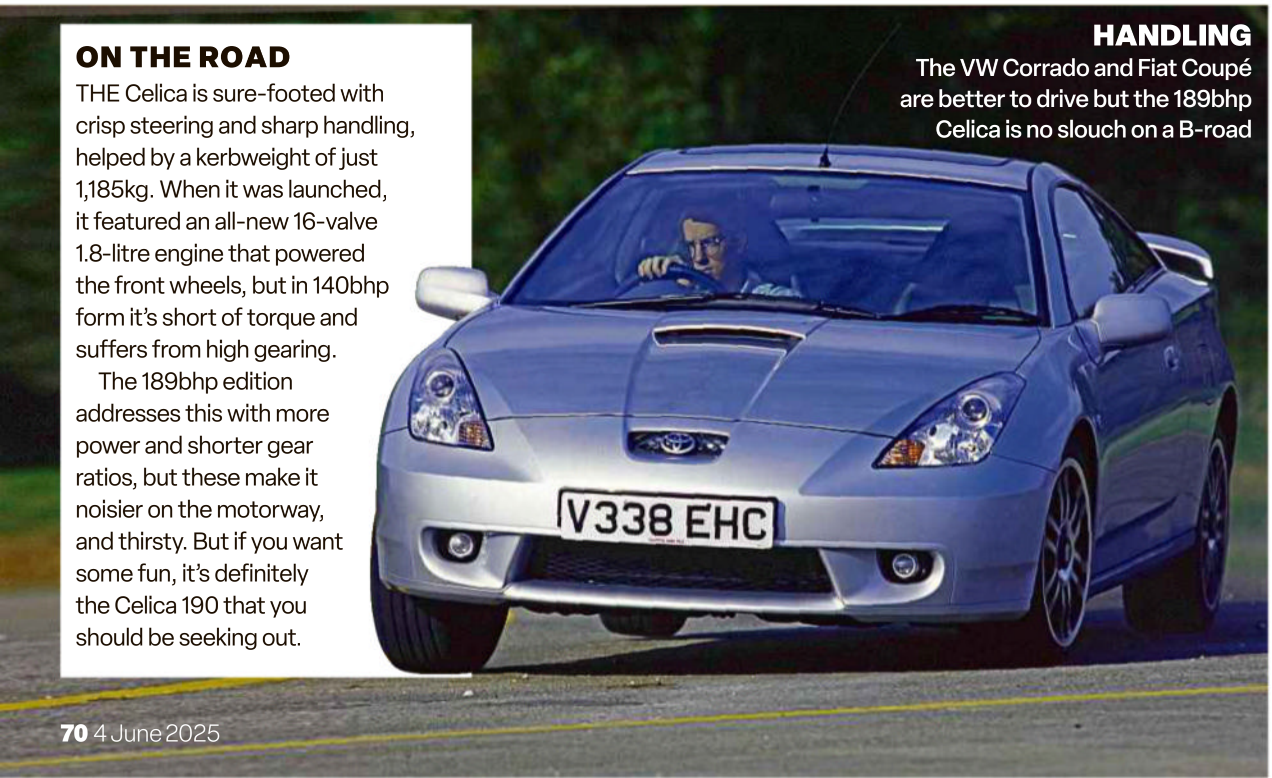


INTERIOR
Cheap plastics abound but the dashboard is refreshingly analogue and easy to navigate. Rear-seat space is best reserved for the children, though

ON THE ROAD

THE Celica is sure-footed with crisp steering and sharp handling, helped by a kerbweight of just 1,185kg. When it was launched, it featured an all-new 16-valve 1.8-litre engine that powered the front wheels, but in 140bhp form it's short of torque and suffers from high gearing.

The 189bhp edition addresses this with more power and shorter gear ratios, but these make it noisier on the motorway, and thirsty. But if you want some fun, it's definitely the Celica 190 that you should be seeking out.



HANDLING
The VW Corrado and Fiat Coupé are better to drive but the 189bhp Celica is no slouch on a B-road

ALTERNATIVES

IN the nineties and early noughties there were quite a few coupés on the market. The Ford Cougar (1998-2000) was one, but few survive so you'll struggle to find anything to buy.

There are more Honda Preludes about (1991-1996) and the same goes for the Hyundai Coupé (2002-2009), while the Peugeot 406 coupé (1997-2003) is also now a rarity. You could also seek out a Fiat Coupé (1993-2000), Mitsubishi 3000GT (1992-2000), a Vauxhall Calibra (1989-1998), Nissan 350Z (2003-2009) or Audi TT (1999-2006). We'd also put the Volkswagen Corrado (1988-1995) on our shortlist, but all of these are now rarer than the Toyota.

INTERIOR

EVEN when it was a new car, the Celica's cabin seemed a bit cheap, but the driving position is superb, and it's hard to fault ergonomically, because the controls are well placed. What isn't so good is the rear-seat space, because head and leg room are compromised. But boot capacity is good at 323 litres and practicality is boosted by the hatchback configuration and the ability to drop the back seats.

DRIVER POWER

THE last Celicas were built almost two decades ago, so they fall outside the remit of our Driver Power surveys. Even when new they were bought generally by enthusiasts who wanted the balance of usability and driving enjoyment, accepting that the car didn't excel in either of these areas. Now that most Celicas are bought for occasional use, those shortcomings are accepted even more readily. Which is easy to do when the Celica looks so good, but costs so little to buy and run.

AEX VERDICT ★★★½☆

NEXT year will mark two decades since Toyota built its last Celica, and in that time the world has generally moved on from coupés such as these. But if you fancy harking back to the early noughties, the Celica makes a great modern classic buy, because these are cars that are eminently practical as two-seaters, or as a family runabout if you have small kids.

Although these days most of the Celica's contemporaries are extremely rare, the Toyota's durability means there are more to choose from. And while prices aren't high, they're not as low as you might expect, which shows just how highly regarded the Celica is.

BMW X5 xDRIVE40e AUTO M SPORT (£18,995)

1

YOU might expect a 2017 BMW X5 to take up most of our budget, but at less than £19,000 we think it's a steal. This is the plug-in hybrid xDrive40e too, so partnering the petrol engine is a battery that provides a useful 19 miles of electric-only running.

With a combined 313bhp, this premium SUV is surprisingly quick, needing only 6.8 seconds to go from 0-62mph. Being the M Sport model, the BMW looks the part and has all the kit you could want, including a head-up display, heated rear seats, four-zone climate control and a reversing camera.

If you missed the opportunity to snap up this particular BMW X5 there are several more available through our Find a Car service...

"Being the M Sport model, this BMW X5 looks the part and has all the equipment you could want"

3 CAR GARAGE

An X5, a Spring and a Fiesta ST for the price of the average new car

By Alastair Crooks

IT'S no secret that prices of new cars have increased in recent years. An entry-level Volkswagen Golf is nearly £30,000 these days, and the average price a UK buyer pays for a set of brand new wheels is around £42,000. But if that's your budget, how about getting three cars for the price of one? We tracked down three excellent choices from the Auto Express marketplace.

With a factory-fresh model typically costing £42,000, we set out to fill your driveway with used metal on that budget

DACIA SPRING (£10,795)

2

THE Dacia Spring may have only just launched in the UK, but there are deals to be had already. Priced at £14,995 new for the entry-level Expression trim, the one we found can be had for just £10,795 – a saving of £4,200.

Just as amazing is the fact that this is a pre-registered model with fewer than 100 miles on the clock. The electric motor only produces 45bhp and the Dacia has a 140-mile range, so you won't be going very far or very quickly, but the other two vehicles in this selection have those bases covered.

For pure-electric motoring, especially in the city or urban areas, we think the Dacia Spring is a brilliant little runabout.

If you've just missed this Dacia Spring by the time you get here, you can find more great buys by clicking the QR code on the right

"For pure-electric driving, especially in the city, we think the Dacia Spring is a brilliant little runabout"

FORD FIESTA ST (£11,899)

3

WHEN Ford axed the Fiesta in 2023 it took with it the ST hot hatch variant. That made us sad, because the final Fiesta ST was not only the best of its breed, but one of the finest hot hatches ever made.

The new three-cylinder turbocharged engine gave it a different character to the old four-cylinder car and with 200bhp on tap it was even faster. What made the ST a great all-rounder was that it didn't lose the standard Fiesta's usability. With a compliant ride and relatively decent fuel economy, it's a hot hatch you can drive every day.

If you weren't able to snap up this Ford Fiesta ST in time, there are lots of others available right now...

"The final Fiesta ST was not only the best of its breed, but also one of the finest hot hatches ever made"

NEW CAR PRICES

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

ECONOMY/EMISSIONS/RANGE: Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanical parts. EVs and hybrids will have dedicated battery cover.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, with cars falling into one of 13 bands as follows:

0g/km: £10 **1-50g/km:** £110 **51-75g/km:** £130 **76-90g/km:** £270
91-100g/km: £350 **101-110g/km:** £390 **111-130g/km:** £440
131-150g/km: £540 **151-170g/km:** £1,360 **171-190g/km:** £2,190
191-225g/km: £3,300 **226-255g/km:** £4,680
255g/km and above: £5,490

After 12 months, it's the owner's responsibility to tax their vehicle. All cars are now levied at the same rate whether they're electric, hybrid, petrol or diesel. The standard rate is £195, while cars costing more than £40,000 face an additional charge that increases the annual rate to £620. After five years, these models revert to the lower rates.

EURO NCAP RATING: At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles and expire after six years.

PICK-UP TRUCKS: The models listed here pay a flat rate of road tax, at £355 per year.

ABARTH

Dealers: 82 **Warranty:** 3 yrs/60000 mls

500e - 3673x1682mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (152) auto 500e	164	7.0	0	23	£29975
42kWh (152) auto 500e Turismo	157	7.0	0	23	£33975

500C: add £3000

695 - 3657x1627mm
Euro NCAP: N/A **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 T-Jet (180) 75th Anniversario	39.2	6.7	162	35	£32195

600e - 4187x1779mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (240) auto 600e	200	6.2	0	35	£36975
54kWh (280) at 600e Scorpionissima	200	5.9	0	36	£39875

ALFA ROMEO

Dealers: 55 **Warranty:** 3 yrs/unlimited mls

Giulia - 4643x1873mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto Sprint	39.2	5.7	162	24	£42325
2.0T (280) auto Veloce	38.2	5.7	167	34	£47325
2.0T (280) auto Tributo	38.2	5.7	167	34	£50925
2.9 V6TT (520) auto Quadrifoglio	27.7	3.9	231	46	£86885

Junior - 4173x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Ibrida	58.9	8.9	109	N/A	£28100
54kWh (156) auto Junior	247	9.0	0	23	£33895
54kWh (156) auto Speciale	254	9.0	0	23	£35695
54kWh (280) auto Veloce	200	6.0	0	34	£42295

Tonale - 4528x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£37405
1.5T Hybrid (160) auto Veloce	48.7	8.8	130	29	£42405
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£44585
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£49585

Stelvio - 4687x1903mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto AWD Sprint	33.6	5.7	191	30	£50400
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£55400
2.0T (280) auto AWD Tributo	32.1	5.7	199	30	£59000
2.9 V6TT (510) at AWD Q'foglio	23.9	3.8	267	50	£95890
2.2D (210) auto AWD Sprint	46.3	6.6	160	30	£47030
2.2D (210) auto AWD Veloce	46.3	6.6	160	30	£52030
2.2D (210) auto AWD Tributo	44.1	6.6	167	30	£55630

ALPINA

Dealers: 7 **Warranty:** 3 yrs/60000 mls

D3 S - 4723x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto AWD saloon	39.2	4.6	188	50	£69350
3.0TT (355) at AWD Touring	39.2	4.8	188	50	£70250

B3 GT - 4725x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (529) auto AWD saloon	26.6	3.4	241	50	£91640
3.0TT (529) auto AWD Touring	26.6	3.5	241	50	£92740

D4 S - 4792x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) at AWD Gran Coupe	39.2	4.8	188	50	£71400

B4 GT - 4800x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50	£93740

B8 - 5092x1932mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (634) auto Gran Coupe	23.9	3.3	268	50	£191300

XD3 - 4715x1897mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto XD3	36.7	4.9	202	50	£72000

XB7 - 5195x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (621) auto XB7	22.1	4.2	289	50	£169645

ALPINE

Dealers: 7 **Warranty:** 3 yrs/60000 mls

A290 - 4181x1798mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (180) auto A290 GT	236	7.4	0	27	£33500
52kWh (180) at A290 GT Performance	236	7.4	0	29	£36000
52kWh (220) auto A290 GTS	226	6.4	0	29	£37500

A110 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8T (252) auto A110	42.2	4.5	152	44	£55160
1.8T (300) auto A110 GT	41.5	4.2	154	44	£66170
1.8T (300) auto A110 S	40.9	4.2	156	46	£68170
1.8T (300) auto A110 R Turini	41.5	4.0	156	46	£92710

ARIEL

Dealers: N/A **Warranty:** 1 yr/unlimited mls

Atom - 3410x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394

Nomad - 3215x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500

ASTON MARTIN

Dealers: 20 **Warranty:** 3 yrs/unlimited mls

DBX - 5039x1998mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (707) auto DBX707	19.9	3.3	323	50	£205000

Vantage - 4465x1949mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (665) auto Vantage	23.3	3.5	274	50	£165000
4.0 V8TT (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8TT (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8TT (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000

DB12 - 4725x2060mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (680) auto DB12	23.2	3.6	276	50	£191000
4.0 V8TT (680) auto DB12 Volante	23.2	4.1	276	50	£204500

Vanquish - 4850x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.2 V12TT (835) auto Vanquish	20.7	3.3	312	50	£334000
5.2 V12TT (835) at Vanquish Volante	N/A	3.4	N/A	50	£361000

AUDI

Dealers: 118 **Warranty:** 3 yrs/60000 mls

A1 Sportback - 4029x1740mm
Euro NCAP: ★★★★★ **Driver Power:** 43rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£24030
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£25980
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£25070
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£27020
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24765
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26715
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25805
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27755
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28780

Black Edition: add £2275 to S line

A3 Sportback - 4343x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	50.4	9.7	127	17	£29725
1.5 (116) 30 TFSI S line	48.7	9.7	133	18	£32105
1.5 (116) 30 TFSI auto Sport	53.3	9.9	121	16	£31275
1.5 (116) 30 TFSI auto S line	50.4	9.9	127	18	£33555
1.5 (150) 35 TFSI Sport	50.4	8.4	128	22	£30780
1.5 (150) 35 TFSI S line	47.9	8.4	134	22	£33160
1.5 (150) 35 TFSI auto Sport	53.3	8.1	121	23	£32285
1.5 (150) 35 TFSI auto S line	50.4	8.1	127	23	£34565
1.5 (204) 40 TFSI e auto Sport	941.6	7.4	7	25	£39290
1.5 (204) 40 TFSI e auto S line	706.2	7.4	9	26	£41570
2.0 TFSI (333) quat at S3 Black Ed	33.6	4.7	191	33	£48055
2.5 TFSI (400) quattro auto RS 3	30.4	3.8	211	36	£61190
2.0 (150) 35 TDI auto Sport	57.6	8.1	128	23	£34185
2.0 (150) 35 TDI auto S line	55.4	8.1	134	24	£36565

Black Edition: add £1700 to S line (not 30 TFSI) **Carbon Black:** add £4650 to RS 3 **Vorsprung:** add £5475 to S3 Black Edition, add £7250 to RS 3

A3 Saloon - 4495x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	52.3	9.7	124	18	£30300
1.5 (116) 30 TFSI S line	49.6	9.7	129	18	£32580
1.5 (116) 30 TFSI auto Sport	54.3	9.9	119	17	£31850
1.5 (116) 30 TFSI auto S line	52.3	9.9	123	18	£34130
1.5 (150) 35 TFSI Sport	51.4	8.4	125	22	£31300
1.5 (150) 35 TFSI S line	49.6	8.4	130	22	£33580
1.5 (150) 35 TFSI auto Sport	54.3	8.1	119	23	£32850
1.5 (150) 35 TFSI auto S line	52.3	8.1	123	23	£35130
2.0 TFSI (333) quat at S3 Black Ed	35.3	4.7	183	33	£48065
2.5 TFSI (400) quattro auto RS 3	31.0	3.8	207	36	£62190
2.0 (150) 35 TDI auto Sport	58.9	8.1	125	24	£34750
2.0 (150) 35 TDI auto S line	56.5	8.1	131	24	£37030

Black Edition: add £1700 to S line
Carbon Black: add £4650 to RS 3
Vorsprung: add £5475 to S3 add £7250 to RS 3

A5 - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	42.2	9.8	155	23	£42660
2.0 TFSI (150) auto S line	41.5	9.8	154	24	£44810
2.0 TFSI (204) auto Sport	42.2	7.8	155	30	£45000
2.0 TFSI (204) auto S line	41.5	7.8	155	31	£47150
3.0 V6 TFSI (367) quat at S5 Edition 1	37.2	4.5	173	42	£68730
2.0 TDI (204) auto Sport	58.9	7.7	127	32	£47200
2.0 TDI (204) auto S line	58.9	7.7	127	32	£49350
2.0 TDI (204) quattro auto Sport	56.5	6.9	133	34	£48775
2.0 TDI (204) quattro auto S line	55.4	6.9	133	34	£50925

Edition 1: add £5000 to S line

A5 Avant - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	41.5	9.8	155	24	£44560
2.0 TFSI (150) auto S line	40.9	9.8	157	24	£46710
2.0 TFSI (204) auto Sport	41.5	7.8	157	30	£46900
2.0 TFSI (204) auto S line	40.9	7.8	159	31	£49050
3.0 V6 TFSI (367) quat at S5 Edition 1	36.2	4.5	177	43	£70600
2.0 TDI (204) auto Sport	57.6	7.7	129	32	£49100
2.0 TDI (204) auto S line	57.6	7.7	130	32	£51350
2.0 TDI (204) quattro auto Sport	55.4	6.9	134	34	£50675
2.0 TDI (204) quattro auto S line	55.4	6.9	135	34	£52825

Edition 1: add £5000 to S line

A6 - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (299) 50 TFSI e quat auto Sport	256.8	6.2	27	27	£60010
3.0 V6 TDI (344) quat at S6 Black	40.4	5.0	184	44	£74620

S line: add £2635 to Sport
Black Edition: add £2425 to S line
Vorsprung: add £14400 to S6 Black Edition

A6 Avant - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 TFSI (600) quattro at RS 6 perf	22.4	3.6	286	50	£120165
3.0 V6 TDI (344) quat at S6 Black	39.2	5.1	189	44	£76990

Vorsprung: add £14400 to S6 Black Edition **Carbon Black:** add £8950 to RS 6 **Carbon Vorsprung:** add £17400 to RS 6

A6 Sportback e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	384	6.0	0	43	£62530
83kWh (326) auto S line	383	6.0	0	43	£66030
100kWh (380) auto Sport perf	464	5.4	0	44	£69930
100kWh (380) auto S line perf	463	5.4	0	44	£73430
100kWh (462) quattro auto Sport	440	4.5	0	48	£75030
100kWh (462) quattro auto S line	439	4.5	0	50	£78530
100kWh (551) quattro at S6 Edition 1	407	3.9	0	50	£97530

Edition 1: add £5000 to S line

A6 Avant e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	364	6.0	0	43	£64330
83kWh (326) auto S line	362	6.0	0	43	£67830
100kWh (380) auto Sport perf	437	5.4	0	44	£71730
100kWh (380) auto S line perf	436	5.4	0	44	£75230
100kWh (462) quattro auto Sport	418	4.5	0	48	£76830
100kWh (462) quattro auto S line	415	4.5	0	50	£80330
100kWh (551) quattro at S6 Edition 1	391	3.9	0	50	£99330

Edition 1: add £5000 to S line

A7 Sportback - 4969x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quat auto Sport	36.2	6.2	177	40	£61280
2.0 (204) 40 TDI quat auto Sport	48.7	7.0	152	40	£59020

S line: add £2300 to Sport
Black Edition: add £2800 to S line

e-tron GT - 4990x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
105kWh (680) quattro auto S	375	3.4	0	50	£107770
105kWh (857) quattro auto RS	368	2.8	0	50	£126370
105kWh (857) quat at RS Carbon Bl	369	2.8	0	50	£138870
105kWh (925) quat at RS perf	365	2.5	0	50	£142870
105kWh (925) quat at RS perf Carbon	365	2.5	0	50	£155370

Vorsprung: add £22900 to S,
add £11000 to RS Carbon Black

A8 - 5172-5302x1945mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at Sport	31.0	5.6	206	29	£86645
3.0 V6 (462) 60 TFSI e qt at Sport	148.7	4.9	42	50	£94430
3.0 V6 (462) 60 TFSI e qt at Sport L	148.7	4.9	43	50	£98430
4.0 V8 TFSI (571) quat at S8 Black	24.6	3.8	260	50	£116485
3.0 (286) 50 TDI quat auto Sport	40.4	5.9	185	29	£83910
3.0 (286) 50 TDI quat auto Sport L	39.8	5.9	185	29	£87910

S line: add £4250 to Sport
Black Edition: add £2300 to S line
Vorsprung: add £10750 to S8

Q2 - 4191x1794mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (116) 30 TFSI Sport	49.6	10.5	131	14	£29765
1.0 (116) 30 TFSI S line	47.9	10.5	134	14	£32215
1.5 (150) 35 TFSI Sport	47.9	8.6	133	20	£31575
1.5 (150) 35 TFSI S line	47.9	8.6	133	20	£34025
1.5 (150) 35 TFSI auto Sport	46.3	8.6	138	20	£33125
1.5 (150) 35 TFSI auto S line	46.3	8.6	138	20	£35575
2.0 TFSI (300) quat at SQ2 Black Ed	34.4	4.9	186	37	£46820

Black Edition: add £1700 to S line
Vorsprung: add £3850 to SQ2

Q3 - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	43.5	9.5	148	24	£34480
1.5 (150) 35 TFSI S line	43.5	9.5	148	24	£37240
1.5 (150) 35 TFSI auto Sport	43.5	9.4	148	24	£36060
1.5 (150) 35 TFSI auto S line	43.5	9.4	148	24	£38820
2.0 (190) 40 TFSI quattro at S line	34.9	7.3	184	31	£41745
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	196	35	£44200
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	31	£44550
2.0 (150) 35 TDI auto Sport	52.3	9.3	142	25	£37660
2.0 (150) 35 TDI auto S line	52.3	9.3	142	25	£40420
2.0 (200) 40 TDI quattro at S line	42.8	7.3	174	25	£42845

Black Edition: add £2050 to S line

Q3 Sportback - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	42.8	9.5	149	24	£36040
1.5 (150) 35 TFSI S line	42.8	9.5	149	24	£38390
1.5 (150) 35 TFSI auto Sport	42.8	9.5	149	24	£37620
1.5 (150) 35 TFSI auto S line	42.8	9.5	149	24	£39970
2.0 (190) 40 TFSI quattro at S line	36.7	7.3	175	31	£42895
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	195	35	£45350
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	32	£45700
2.0 (150) 35 TDI auto Sport	51.4	9.3	143	25	£38810
2.0 (150) 35 TDI auto S line	51.4	9.3	143	25	£41145
2.0 (200) 40 TDI quattro at S line	44.8	7.3	164	25	£43995

Black Edition: add £2050 to S line

Q4 e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	215	9.0	0	N/A	£48475
82kWh (286) 45 e-tron auto Sport	342	6.7	0	36	£51270
82kWh (286) 45 e-tron qt at Sport	320	6.6	0	37	£52700
82kWh (340) 55 e-tron qt at Sport	320	5.4	0	39	£57650

S line: add £2550
Black Edition: add £4800

Q4 Sportback e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	221	9.0	0	N/A	£49525
82kWh (286) 45 e-tron auto Sport	351	6.7	0	36	£52770
82kWh (286) 45 e-tron qt at Sport	327	6.6	0	37	£54200
82kWh (340) 55 e-tron qt at Sport	327	5.4	0	39	£59150

S line: add £2550
Black Edition: add £4800

Q5 - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	191	31	£49415
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	191	31	£51565
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	35	40	£55105
2.0 (299) 50 TFSI e quat at S line	188.3	6.1	35	41	£57255
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	165	31	£48210
2.0 (204) 40 TDI quattro at S line	44.8	7.6	165	31	£50775
3.0 V6 TDI (341) quat at SQ5 Black	34.9	5.1	213	N/A	£65865

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q5 Sportback - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	192	38	£51865
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	192	38	£54015
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	36	40	£57555
2.0 (367) 50 TFSI e quat at S line	188.3	6.1	36	41	£59705
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	166	35	£50660
2.0 (204) 40 TDI quattro at S line	44.8	7.6	166	35	£53225
3.0 V6 TDI (341) quat at SQ5 Black	34.4	5.1	214	N/A	£68315

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q6 e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	326	7.0	0	44	£59975
83kWh (252) auto S line	300	7.0	0	45	£62975
83kWh (252) auto Edition 1	301	7.0	0	47	£67975
100kWh (306) auto Sport perf	393	6.7	0	45	£63475
100kWh (306) auto S line perf	361	6.7	0	47	£66475
100kWh (306) auto Edition 1 perf	363	6.7	0	48	£71475
100kWh (388) quattro auto Sport	382	5.9	0	46	£68975
100kWh (388) quattro auto S line	349	5.9	0	47	£71975
100kWh (388) quattro at Edition 1	350	5.9	0	48	£76975
100kWh (490) qt at SQ6 Edition 1	360	4.4	0	50	£92950

Q7 - 5052x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	26.9	5.9	238	41	£70005
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	29	41	£75520
4.0 V8 TFSI (507) qt at SQ7 Black	23.3	4.1	276	50	£92560
3.0 V6 (231) 45 TDI quat at S line	34.9	7.3	213	41	£67575
3.0 V6 (286) 50 TDI quat at S line	34.9	6.5	213	43	£70615

Black Edition: add £4550 to S line
Vorsprung: add £23200 to S line, add £18950 to SQ7

Q8 - 4986x1995mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	27.2	5.6	235	45	£76995
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	30	41	£82695
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£98160
4.0 V8 TFSI (600) quattro at RS Q8	21.9	3.8	293	50	£120550
4.0 V8 TFSI (640) quat at RS Q8 perf	21.2	3.6	295	50	£135550
3.0 V6 (286) 50 TDI quat at S line	34.9	6.1	213	47	£76360

Black Edition: add £4550 to S line
Vorsprung: add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 **Carbon Black:** add £10500 to RS Q8

BAC

Dealers: 1 **Warranty:** 1yr

Mono - 4952x1836mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 (305) Mono	N/A	2.7	N/A	N/A	£215000
2.5 (350) Mono R	N/A	2.5	N/A	N/A	£235000

BENTLEY

Dealers: 23 **Warranty:** 3 yrs/unlimited mls

Flying Spur - 5316x1988mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	941.6	3.5	33	50	£239000

Bentayga - 5125x2010mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£172600
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£195000
4.0 V8TT (550) auto	23.5	4.5	294	50	£172600
4.0 V8TT (550) auto S	21.7	4.5	294	50	£201500

Continental - 4895x1966mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8 Hybrid (680) auto GT	N/A	3.7	N/A	50	£202400
4.0 V8 Hybrid (782) at GT Conv	N/A	3.9	N/A	50	£222600
4.0 V8 Hybrid (782) auto GT Speed	217.3	3.2	29	50	£251000
4.0 V8 Hybrid (782) at GT Spd Conv	201.8	3.4	31	50	£272100

BMW

Dealers: 192 **Warranty:** 3 yrs/unlimited mls

1 Series - 4361x1800mm
Euro NCAP: N/A **Driver Power:** 25th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) 120 Sport	52.3	7.8	121	N/A	£31065
1.5T (170) 120 M Sport	52.3	7.8	122	N/A	£33065
2.0T (306) auto xDrive M135	36.7	4.9	174	N/A	£43000

2 Series Gran Coupe - 4526x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (136) 218i M Sport	49.6	9.2	130	22	£33165
1.5T (136) auto 218i M Sport	49.6	9.1	129	22	£34650
2.0T (178) auto 220i M Sport	47.1	7.1	136	27	£37450
2.0T (306) auto xDrive M235i	39.8	4.9	162	36	£44050

3 Series - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	44.1	7.4	145	29	£40220
2.0T (184) auto 320i M Sport	43.5	7.4	146	29	£41470
3.0T (374) auto M340i xDrive	35.3	4.4	182	38	£59835
3.0TT (530) at M3 Comp xDrive	28.0	3.5	227	41	£85715
2.0T PHEV (292) auto 330e Sport	217.3	5.8	30	33	£46985
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£48235
2.0T PHEV (292) at 330e xD Sport	188.3	5.8	33	34	£48535
2.0T PHEV (292) a 330e xD M Spt	188.3	5.8	34	34	£49785
2.0 (190) auto 320d Sport	58.9	6.9	127	30	£43200
2.0 (190) auto 320d M Sport	57.6	6.9	129	30	£44500
3.0 (340) auto M340d xDrive	47.1	4.6	158	42	£56420

3 Series Touring - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	42.2	7.6	152	29	£42430
2.0T (184) auto 320i M Sport	42.2	7.6	152	29	£43680
3.0T (374) auto M340i xDrive	34.0	4.6	187	38	£61635
3.0TT (510) at M3 Comp xDrive	27.4	3.6	233	41	£87945
2.0T PHEV (292) auto 330e Sport	201.8	5.8	31	33	£48785
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£50035
2.0T PHEV (292) at 330e xD Sport	176.6	5.8	35	34	£50335
2.0T PHEV (292) a 330e xD M Spt	176.6	5.8	36	34	£51585
2.0 (190) auto 320d Sport	56.5	7.2	132	30	£45050
2.0 (190) auto 320d M Sport	55.4	7.2	133	30	£46300
3.0 (340) auto M340d xDrive	45.6	4.7	163	42	£61220

i4 - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70.2kWh (286) at eDrive35 Sport	299	6.0	0	38	£51270
70.2kWh (286) at eDriv35 M Sport	288	6.0	0	38	£52770
80.7kWh (340) at eDrive40 Sport	365	5.7	0	35	£59365
80.7kWh (340) at eDriv40 M Sport	352	5.7	0	36	£60865
80.7kWh (544) auto M50 xDrive	318	3.9	0	43	£70900

5 Series - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	48.7	7.5	132	35	£51015
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59455
3.0T (489) at 550e xDrive M Sport	353.1	4.3	20	44	£76605
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111405

M Sport Pro: add £3000 to M Sport

5 Series Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (299) auto 530e M Sport	403.5	6.3	16	39	£61705
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	39	47	£113405

M Sport Pro: add £3000 to M Sport

i5 - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	356	6.0	0	43	£67695
83.9kWh (340) at eDriv40 M Sport	357	6.0	0	43	£74105
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97745

M Sport Pro: add £4000 to M Sport

i5 Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	342	6.1	0	43	£69945
83.9kWh (340) at eDriv40 M Sport	344	6.1	0	43	£76355
83.9kWh (601) auto M60 xDrive	310	3.9	0	50	£99995

M Sport Pro: add £4000 to M Sport

7 Series - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	50	£105510
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	50	£110010
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	50	£121085

i7 - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
106kWh (455) at eDriv50 Ex'lence	379	5.5	0	50	£101765
106kWh (455) at eDriv50 M Sport	379	5.5	0	50	£106265
106kWh (544) at xDriv60 Ex'lence	387	4.7	0	50	£115735
106kWh (544) at xDriv60 M Sport	384	4.7	0	50	£120235
106kWh (660) auto M70 xDrive	348	3.7	0	50	£164320

Pro: add £20445 to Excellence, add £23195 to M Sport

8 Series Gran Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (333) auto 840i M Sport	33.2	5.4	194	44	£81490
4.4 V8TT (530) auto M850i xDrive	26.4	3.9	243	49	£113545
4.4 V8TT (625) at M8 Competition	24.8	3.2	261	50	£139745

2 Series Active Tourer - 4386x1824mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220i Sport	47.9	8.1	135	24	£34055
2.0T (218) auto 223i Sport	46.3	7.0	138	29	£36840
2.0T PHEV (245) at 225e xDrv Spt	353.1	6.7	19	27	£40070
2.0T PHEV (326) at 230e xDr M Sp	353.1	5.5	19	33	£46680

Luxury: add £865 to Sport
M Sport: add £3730 to Sport

X1 - 4500x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto sDrive20i Sport	47.9	8.3	134	25	£35410
1.5T (170) auto sDrive20i xLine	47.1	8.3	135	25	£37440
2.0T (218) auto xDrive23i xLine	42.8	7.1	148	31	£40585
2.0T (300) auto xDrive M35i	36.2	5.4	175	35	£49385
1.5T PHEV (245) at xDriv25e Sport	403.5	7.1	15	29	£42670
1.5T PHEV (245) at xDriv25e xLine	403.5	7.1	16	30	£44670
1.5T PHEV (326) at xDriv30e xLine	353.1	5.6	17	33	£46940
2.0 (150) auto sDrive18d Sport	57.6	8.9	129	24	£36620
2.0 (150) auto sDrive18d xLine	56.5	8.9	131	24	£38650
2.0 (211) auto xDrive23d xLine	57.6	7.4	128	30	£42190
65kWh (204) at iX1 eDr20 Sport	293	8.6	0	29	£46205
65kWh (204) at iX1 eDr20 xLine	288	8.6	0	29	£48205
65kWh (306) at iX1 xDr30 xLine	270	5.6	0	37	£54125

M Sport: add £2750 to xLine

X2 - 4554x1845mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto xDrive20i M Sport	48.7	8.3	131	25	£41680
2.0T (300) auto M35i	36.7	5.4	174	34	£50785
65kWh (204) at iX2 eDr20 M Sport	283	8.6	0	31	£51615
65kWh (306) at iX2 xDr30 M Sport	267	5.6	0	38	£57445

X3 - 4755x1920mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 20 xDrive xLine	40.9	7.8	156	32	£48375
2.0T PHEV (299) at 30e xDrive xLine	282.5	6.2	22	38	£57245
3.0T (398) auto M50 xDrive	36.7	4.6	175	42	£66980
2.0 (190) auto 20d xDrive xLine	48.7	7.7	153	33	£49785

M Sport: add £1800 to xLine

X4 - 4752x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (360) auto xDrive M40i	31.4	4.9	205	43	£68330
3.0TT (510) at X4 M Competition	25.0	3.8	258	46	£95565
2.0 (190) auto xDrive20d M Sport	47.9	7.9	153	32	£54035
3.0 (286) auto xDrive30d M Sport	46.3	5.7	159	41	£60415
3.0 (340) auto M40d	41.5	4.9	179	45	£67820

X5 - 4922x2004mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at xDriv50e M Spt	235.4	4.8	27	48	£82055
4.4 V8TT (530) auto M60i xDrive	24.4	4.3	262	50	£94390
4.4 V8TT (625) at X5 M Comp	21.1	3.8	304	50	£128845
3.0 (298) auto xDrive30d xLine	39.8	6.1	186	45	£70685
3.0 (352) auto xDrive40d M Sport	37.7	5.5	196	48	£78890

M Sport: add £4055 to xLine

X6 - 4935x2004mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) auto xDrive40i M Sport	32.8	5.4	195	50	£78750
4.4 V8TT (530) auto M60i xDrive	25.2	4.3	257	50	£93170
4.4 V8TT (625) at X6 M Comp	21.4	3.8	300	50	£131545
3.0 (286) auto xDrive30d M Sport	39.8	6.1	187	50	£76925
3.0 (352) auto xDrive40d M Sport	38.7	5.5	191	50	£81640

iX - 4953x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100.6kWh (408) at xDrive45 Sport	374	5.1	0	47	£75315
100.6kWh (408) at xDrive45 M Sport	367	5.1	0	47	£78315
111.5kWh (544) at xDrive60 M Sport	426	4.6	0	50	£93115
111.5kWh (659) auto xDrive M70	365	3.8	0	50	£114215

X7 - 5151x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (381) at xDrive40i Excellence	29.4	5.8	217	50	£92160
4.4 V8TT (530) auto M60i xDrive	23.2	4.7	276	50	£116910
3.0 (352) at xDrive40d Excellence	36.2	5.9	205	50	£93245

M Sport: add £3000 to Excellence

XM - 5110x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (476) auto XM 50e	201.8	4.3	33	50	£110840
4.4 V8TT PHEV (653) auto XM	176.6	4.3	39	50	£150380
4.4 V8TT PHEV (748) auto Label	166.2	3.8	44	50	£174440

2 Series Coupe - 4537x1838mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 220i M Sport	44.1	7.5	146	28	£38980
2.0T (245) auto 230i M Sport	42.8	5.9	151	33	£43315
3.0TT (374) auto M240i xDrive	34.4	4.3	185	37	£49970
3.0TT (480) M2	28.0	4.2	229	42	£70630
3.0TT (480) auto M2	29.1	4.0	221	42	£68705

4 Series Coupe - 4640x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	44.8	7.5	144	30	£45195
3.0TT (374) auto M440i xDrive	36.2	4.5	177	40	£62880
3.0TT (530) auto M4 Comp xDrive	28.0	3.5	228	44	£91650
3.0TT (551) auto M4 CS xDrive	27.7	3.4	232	47	£122685

4 Series Convertible - 4640x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	41.5	8.2	155	33	£52690
3.0TT (374) auto M440i xDrive	34.4	4.9	184	43	£69555
3.0TT (530) auto M4 Comp xDrive	27.4	3.7	232	46	£95655

8 Series Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.6	5.2	191	45	£87030
4.4 V8TT (530) auto M850i xDrive	26.6	3.9	242	50	£120135
4.4 V8TT (625) at M8 Competition	25.0	3.2	259	50	£145450

8 Series Convertible - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	32.8	5.5	195	48	£94030
4.4 V8TT (530) auto M850i xDrive	26.2	4.1	247	50	£127315
4.4 V8TT (625) at M8 Competition	24.6	3.3	263	50	£152450

Z4 - 4324x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (197) auto sDrive20i M Sport	39.8	6.6	161	30	£46510
3.0TT (340) M40i	32.5	4.6	197	38	£65710
3.0TT (340) auto M40i	35.3	4.5	180	38	£59275

BYD

Dealers: 4 **Warranty:** 6 yrs/150000 mls

Dolphin - 4290x1770mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
44.9kWh (95) auto Active	211	N/A	0	23	£26195
44.9kWh (95) auto Boost	193	N/A	0	31	£27195
60.4kWh (204) auto Comfort	265	7.0	0	33	£30195
60.4kWh (204) auto Design	265	7.0	0	33	£31695

Atto 3 - 4455x1875mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.5kWh (204) auto Comfort	260	7.3	0	40	£37695
60.5kWh (204) auto Design	260	7.3	0	41	£39695

Seal - 4800x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (312) auto Design	354	5.9	0	48	£45695
83kWh (530) auto Excellence AWD	323	3.8	0	50	£48695

Seal U - 4775x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 DM-i (218) auto Boost	313.9	8.9	21	32	£33205
1.5 DM-i (218) auto Comfort	706.8	8.9	9	32	£35205
1.5 DM-i (324) auto Design AWD	235.4	5.9	26	40	£39905

Sealion 7 - 4830x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82.5kWh (313) auto Comfort	300	6.7	0	N/A	£44990
82.5kWh (530) auto Design AWD	283	4.5	0	N/A	£49290
91.3kWh (530) auto Excellence AWD	312	4.5	0	N/A	£57290

CADILLAC

Dealers: 1 **Warranty:** 4 yrs/60000 mls

Lyriq - 5005x1977mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (528) auto 600E4 Luxury	329	5.3	0	N/A	£75000
102kWh (528) auto 600E4 Sport	329	5.3	0	N/A	£75000

CATERHAM

Dealers: 5 **Warranty:** N/A

Seven - 3100-3350x1470-1685mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
0.7T (84) 170	N/A	6.9	109	N/A	£29490
0.7T (84) Super Seven 600	N/A	6.9	109	N/A	£30490
2.0 (180) 360	N/A	4.8	N/A	N/A	£38490
2.0 (180) Super Seven 2000	N/A	4.8	N/A	N/A	£40990
2.0 (210) 420	N/A	3.8	N/A	N/A	£41990
2.0 (210) 420 Cup	N/A	3.8	N/A	N/A	£56490
2.0 S/C (310) 620	N/A	2.8	N/A	N/A	£58490

Large chassis: add £2750
factory build: add £2595 (included on 420 Cup/620)

CHEVROLET

Dealers: 1 **Warranty:** 3 yrs/60000 mls

Corvette - 4634x1934mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£93730
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£96680
5.5 V8TT (646) auto Z06	17.1	3.1	377	50	£176991

Convertible: add £5000

CITROEN

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Ami - 2410x1390mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.5kWh (6kW) auto Ami	46	N/A	0	N/A	£7695
5.5kWh (6kW) at My Ami Cargo	46	N/A	0	N/A	£7954
5.5kWh (6kW) at My Ami Colour	46	N/A	0	N/A	£8095
5.5kWh (6kW) auto My Ami Peps	46	N/A	0	N/A	£8595

C3/e-C3 - 4015x1813mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Plus	52.0	10.6	128	N/A	£18305
1.2 Hybrid (110) auto Plus	56.5	9.8	114	N/A	£20115
1.2 Hybrid (110) auto Max	56.5	9.8	114	N/A	£21815
44kWh (113) auto Plus	199	10.4	0	N/A	£22095
44kWh (113) auto Max	198	10.4	0	N/A	£23795

C4/e-C4 - 4360x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Plus	50.7	9.4	134	19	£23750
1.2 PureTech (130) auto Max	50.7	9.4	135	19	£25640
1.2 Hybrid (100) auto You!	62.1	10.7	107	16	£22595
1.2 Hybrid (136) auto Plus	62.1	8.0	107	23	£25035
1.2 Hybrid (136) auto Max	62.1	8.0	107	23	£26925
50kWh (136) auto You!	219	10.0	0	21	£27650
50kWh (136) auto Max	219	10.0	0	22	£28715
54kWh (156) auto Max	257	9.2	0	23	£31505

C4 X/e-C4 X - 4600x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Plus	62.1	8.0	106	24	£25035
1.2 Hybrid (136) auto Max	62.1	8.0	107	24	£26925
50kWh (136) auto Plus	222	10.0	0	23	£28715
54kWh (156) auto Max	263	9.3	0	23	£31505

E-Series: add £1160 to e-C4 Max

C5 X - 4805x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Plus	47.3	10.4	139	20	£31355
1.2 PureTech (130) auto Max	47.3	10.4	140	20	£33695
1.2 Hybrid (136) auto Plus	58.8	9.7	116	23	£32615
1.2 Hybrid (136) auto Max	58.8	9.7	116	23	£34995
1.6 PureTech PHEV (225) auto Plus	269.5	7.9	32	31	£39555
1.6 PureTech PHEV (225) auto Max	269.5	7.9	33	31	£41895

Berlingo - 4403-4753x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) Plus M	44.7	11.2	154	12	£23355
1.5 BlueHDi (130) auto Plus M	51.9	11.7	152	15	£27055
1.5 BlueHDi (130) auto Max M	51.9	11.7	153	15	£29570
52kWh (136) auto Plus M	212	9.9	0	20	£31240
52kWh (136) auto Max M	211	9.9	0	21	£33755
52kWh (136) auto Plus XL	206	9.9	0	21	£32140

SpaceTourer - 4980-5330x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 BlueHDi (180) at Holidays Max M	29.8	10.6	208	N/A	£55395
50kWh (136) auto You! M	136	13.1	0	30	£38150
50kWh (136) auto You! XL	134	13.1	0	31	£39050
75kWh (136) auto You! M	214	13.1	0	31	£43550
75kWh (136) auto You! XL	214	13.1	0	32	£44450

Max: add £10840 to 75kWh

C3/e-C3 Aircross - 4395x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Plus	50.2	10.6	136	N/A	£20605
1.2 Hybrid (136) auto Plus	57.4	10.1	121	N/A	£24065
1.2 Hybrid (136) auto Max	57.4	10.1	121	N/A	£26065
44kWh (113) auto Plus	188	12.9	0	N/A	£23095
44kWh (113) auto Max	188	12.9	0	N/A	£25095

Seven seats: add £765 to 1.2

C5 Aircross - 4500x1969mm
Euro NCAP: ★★★★★ **Driver Power:** 9th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Plus	53.3	10.2	127	18	£28505
1.2 Hybrid (136) auto Max Edition	53.3	10.2	128	18	£33145
1.6 PureTech PHEV (225) at Max Ed	220.9	8.2	33	28	£37630
1.5 BlueHDi (130) auto Plus	54.1	10.6	144	19	£27780
1.5 BlueHDi (130) auto Max Edition	54.1	10.6	144	19	£32420

CUPRA

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Leon - 4398x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	48.7	8.9	132	20	£31090
1.5 TSI (150) V2	47.1	8.9	137	21	£33405
1.5 eTSI (150) auto V1	51.4	8.7	124	21	£32965
1.5 eTSI (150) auto V2	49.6	8.7	129	21	£35265
1.5 TSI e-Hybrid (204) auto V1	706.2	7.7	9	26	£38940
1.5 TSI e-Hybrid (204) auto V2	706.2	7.7	9	26	£41240
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.1	9	28	£42075
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.1	9	29	£44530
1.5 TSI e-Hybrid (272) at VZ First Ed	706.2	7.1	10	29	£45850
2.0 TSI (300) auto VZ1	36.7	5.7	173	30	£41465
2.0 TSI (300) auto VZ2	37.2	5.7	174	31	£43920

V3: add £1650 to 1.5 TSI V2, add £1995 to eTSI V2, add £1935 to

NEW CAR PRICES

e-Hybrid V2 **VZ3:** add £3330 to VZ2

Leon Estate - 4657x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	47.9	9.2	134	20	£33370
1.5 TSI (150) V2	46.3	9.2	139	20	£35915
1.5 eTSI (150) auto V1	51.4	9.0	126	21	£35245
1.5 eTSI (150) auto V2	49.6	9.0	130	21	£37775
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£44400
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£46855
1.5 TSI e-Hybrid (272) at VZ First Ed	565.0	7.3	11	30	£48270
2.0 TSI (333) auto 4Drive VZ1	34.0	4.8	188	34	£45190
2.0 TSI (333) auto 4Drive VZ2	34.0	4.8	188	33	£47645

V3: add £1650 to 1.5 TSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Born - 4322x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
59kWh (230) auto V1	262	6.6	0	26	£35495
59kWh (230) auto V2	262	6.6	0	27	£37265
77kWh (230) auto V3	341	7.0	0	28	£41795
79kWh (326) auto VZ	366	5.6	0	34	£44625

V3: add £1750 to 58kWh V2

Ateca - 4394x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto V1	42.2	9.3	153	17	£36700
2.0 TSI (190) auto 4Drive V1	35.8	7.2	180	24	£40500
2.0 TSI (300) auto 4Drive VZ1	31.4	4.9	205	30	£44705
2.0 TSI (300) auto 4Drive VZ2	31.4	4.9	205	31	£47405
2.0 TSI (300) auto 4Drive VZ3	31.4	4.9	205	32	£50345

V2: add £1785 to V1
VZN: add £2000 to VZ3

Formentor - 4451x1839mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	45.6	9.0	140	21	£33450
1.5 TSI (150) V2	44.8	9.0	143	21	£35840
1.5 eTSI (150) auto V1	47.9	9.0	133	21	£35745
1.5 eTSI (150) auto V2	47.1	9.0	136	22	£37750
1.5 TSI e-Hybrid (204) auto V1	706.2	7.9	9	26	£41510
1.5 TSI e-Hybrid (204) auto V2	706.2	7.9	10	26	£43785
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.2	10	29	£44845
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.2	10	29	£47605
2.0 TSI (333) auto 4Drive VZ1	32.5	4.8	198	34	£45685
2.0 TSI (333) auto 4Drive VZ2	32.1	4.8	199	35	£48445

V3: add £1995 to 1.5 TSI V2, add £2300 eTSI V2, add £2290 to e-Hybrid V2 **VZ3:** add £3160 to VZ2
VZN: add £4185 to VZ2

Terramar - 4519x1863mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto V1	46.3	9.3	140	21	£37605
1.5 eTSI (150) auto V2	46.0	9.3	140	22	£40175
1.5 TSI e-Hybrid (204) auto V1	651.3	8.3	10	27	£44055
1.5 TSI e-Hybrid (204) auto V2	641.7	8.3	11	28	£46625
1.5 TSI e-Hybrid (272) auto VZ1	661.1	7.3	10	30	£46865
1.5 TSI e-Hybrid (272) auto VZ2	586.8	7.3	11	31	£49515
2.0 TSI (204) auto 4Drive V1	37.4	7.1	172	28	£41255
2.0 TSI (204) auto 4Drive V2	37.2	7.1	173	29	£43825
2.0 TSI (265) auto 4Drive VZ1	33.6	5.9	191	32	£45095
2.0 TSI (265) auto 4Drive VZ2	33.3	5.9	193	33	£47745
2.0 TSI (265) at 4Drive Americas Cup	33.1	5.9	194	33	£50850

Tavascan - 4644x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto V1	337	6.8	0	34	£47340
77kWh (286) auto V2	337	6.8	0	36	£53835
77kWh (340) auto 4Drive VZ1	318	5.5	0	38	£55935
77kWh (340) auto 4Drive VZ2	299	5.5	0	39	£60835

DACIA

Dealers: 127 **Warranty:** 3 yrs/60000 mls

Sandero - 4088x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	53.3	12.2	119	12	£14715
1.0 TCe (90) Expression	53.3	12.2	119	14	£15715
1.0 TCe (90) Journey	53.3	12.2	119	14	£16715
1.0 TCe (90) auto Journey	49.6	13.4	129	12	£18215
1.0 TCe Bi-Fuel (100) Essential	52.3	12.2	106	8	£14725
1.0 TCe Bi-Fuel (100) Expression	52.4	12.2	106	8	£15725
1.0 TCe Bi-Fuel (100) Journey	52.4	12.2	106	8	£16725

Sandero Stepway - 4099x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	50.4	12.0	127	10	£16015
1.0 TCe (90) Expression	50.4	12.0	127	10	£17015
1.0 TCe (90) auto Extreme	45.6	14.2	140	10	£19915
1.0 TCe Bi-Fuel (100) Essential	48.7	11.9	115	10	£16075
1.0 TCe Bi-Fuel (100) Expression	48.7	11.9	115	11	£17075
1.0 TCe (110) Extreme	51.4	10.0	125	17	£18645

Extreme: add £1350 to Expression

Jogger - 4547x1848mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (110) Essential	47.9	11.2	132	13	£18970
1.0 TCe (110) Expression	48.7	11.2	132	13	£20270
1.0 TCe (110) Extreme	48.7	11.2	132	13	£21120
1.6 TCe Hyb (140) at Expression	58.9	10.0	108	15	£23305
1.6 TCe Hyb (140) at Extreme	57.6	10.0	109	15	£24305

Spring - 3701x1583mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
27kWh (45) auto Expression	140	19.1	0	24	£14995
27kWh (65) auto Expression	140	13.7	0	25	£15995
27kWh (65) auto Extreme	140	13.7	0	25	£16995

Duster - 4343x1813mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe Bi-Fuel (100) Essential 4x2	43.5	14.1	126	17	£19380
1.2 TCe (130) Expression 4x2	51.3	9.9	124	24	£21820
1.2 TCe (130) Expression 4x4	46.3	11.0	135	24	£24070
1.6 Hybrid (140) at Expression 4x2	55.3	10.1	114	24	£24830

Journey: add £1700 to Expression
Extreme: add £2500 to Expression

Bigster - 4570x1812mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 TCe (140) Expression	50.0	9.8	122	27	£25215
1.2 TCe (130) Expression 4x4	46.0	11.2	134	26	£27465
1.8 Hybrid (155) auto Expression	58.0	9.7	105	28	£28190

Journey: add £1250 to Expression (not TCe 130) **Extreme:** add £1500 to Expression

DS

Dealers: 196 **Warranty:** 3 yrs/60000 mls

DS 3 - 4118x1791mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Pallas	62.1	9.2	112	21	£32580
1.2 Hybrid (136) auto Pallas 55	62.1	9.2	112	21	£33380
1.2 Hybrid (136) auto Etoile	62.1	9.2	112	21	£34520
54kWh (155) auto E-Tense Pallas	248	9.0	0	29	£39210
54kWh (155) auto E-Tense Etoile	245	9.0	0	31	£41150

DS 4 - 4400x1830mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Pallas	54.3	10.4	117	19	£34630
1.2 Hybrid (136) auto Pallas 55	54.3	10.4	117	20	£35730
1.2 Hybrid (136) auto Etoile	54.3	10.4	117	20	£37430
1.6 Hybrid E-Tense (225) at Pallas	323.3	7.7	33	28	£40680
1.6 Hybrid E-Tense (225) at Etoile	323.3	7.7	33	30	£43480
1.5 BlueHDi (130) auto Pallas	56.5	10.9	137	20	£35720
1.5 BlueHDi (130) auto Etoile	56.5	10.9	137	21	£38070

DS 9 - 4934x1932mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid E-Tense (250) at Rivoli+	353.1	8.1	22	41	£56310
1.6 Hybrid E-Tense (250) at Opera	353.1	8.1	23	42	£64910

DS 7 Crossback - 4593x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hyb E-Tense (225) auto Etoile	220.9	8.9	33	35	£52380
1.5 BlueHDi (130) auto Pallas	53.3	10.7	146	27	£40580
1.5 BlueHDi (130) auto Etoile	53.3	10.7	146	28	£44600

No. 8 - 4820x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
74kWh (230) auto Pallas	364	7.7	0	N/A	£50790
74kWh (230) auto Etoile	364	7.7	0	N/A	£54790
97.2kWh (245) at Pallas Long Range	471	7.8	0	N/A	£54690
97.2kWh (245) at Etoile Long Range	471	7.8	0	N/A	£59290
97.2kWh (350) at Etoile AWD Long	431	5.4	0	N/A	£63290

FERRARI

Dealers: 14 **Warranty:** 4 yrs/unlimited mls

Purosangue - 4973x2028mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (725) auto Purosangue	19.0	3.3	337	50	£313501

Roma - 4656x1974mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.9 V8TT (620) auto Roma	29.1	3.4	220	50	£183200
3.9 V8TT (620) auto Spider	29.7	3.4	217	50	£210838

296 - 4565x1958mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT Hybrid (830) auto 296 GTB	32.1	2.9	198	50	£256535
3.0 V6TT Hybrid (830) auto 296 GTS	31.4	2.9	205	50	£279343

12Cilindri - 4733x2176mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (830) auto 12Cilindri	N/A	2.9	N/A	50	£336500
6.5 V12 (830) auto 12Cilindri Spider	N/A	3.0	N/A	50	£366500

SF90 Stradale - 4710-4850x1972-2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (1000) auto SF90 Stradale	29.7	2.5	217	50	£379225
4.0 V8TT (1000) auto SF90 Spider	25.9	2.5	248	50	£418274
4.0 V8TT (1030) at SF90XX Stradale	39.2	2.3	167	50	£676694
4.0 V8TT (1030) auto SF90XX Spider	39.2	2.3	167	50	£747197

FIAT

Dealers: 96 **Warranty:** 3 yrs/60000 mls

Grande Panda - 3999x1763mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 Hybrid (100) Icon	52.3	10.0	118	N/A	£18710
1.2 Hybrid (100) La Prima	52.3	10.0	119	N/A	£20710
44kWh (113) auto (Red)	199	11.0	0	N/A	£20920
44kWh (113) auto La Prima	199	11.0	0	N/A	£23920

500 - 3632x1900mm
Euro NCAP: ★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
24kWh (95) auto	118	9.5	0	16	£24975
24kWh (95) auto (Red)	118	9.5	0	16	£24975
42kWh (118) auto	202	9.0	0	17	£27975
42kWh (118) auto (Red)	202	9.0	0	17	£27975
42kWh (118) auto La Prima	196	9.0	0	18	£30975
42kWh (118) auto Armani Edition	192	9.0	0	18	£33975

500C: add £6000

600 - 4171x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto	58.9	10.9	109	N/A	£24555
1.2 Hybrid (100) auto La Prima	57.6	10.9	109	N/A	£27555
1.2 Hybrid (136) auto	58.9	8.5	109	N/A	£25555
1.2 Hybrid (136) auto La Prima	57.6	8.5	109	N/A	£28555
54kWh (154) auto (Red)	254	9.0	0	N/A	£29975
54kWh (154) auto La Prima	252	9.0	0	N/A	£32975

FORD

Dealers: 781 **Warranty:** 3 yrs/60000 mls

Focus - 4397x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 47th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.2	118	13	£28730
1.0T EcoBoost (125) ST-Line	54.3	10.2	119	13	£29560
1.0T EcoBoost (125) Active X	54.3	10.2	123	13	£31760
1.0T EcoBoost (155) auto Titanium	53.3	8.4	120	17	£30580
1.0T EcoBoost (155) auto ST-Line	53.3	8.4	120	17	£31410
1.0T EcoBoost (155) auto Active X	53.3	8.4	125	17	£33610
2.3T EcoBoost (280) ST	35.3	5.7	183	27	£38800
2.3T EcoBoost (280) ST Edition	35.3	5.7	183	27	£44000
2.3T EcoBoost (280) auto ST	35.8	5.7	182	27	£40250

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Focus Estate - 4693x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 47th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.4	120	13	£29890
1.0T EcoBoost (125) ST-Line	54.3	10.4	124	13	£30720
1.0T EcoBoost (125) Active X	54.3	10.4	125	13	£32920
1.0T EcoBoost (155) auto Titanium	53.3	8.6	121	17	£31740
1.0T EcoBoost (155) auto ST-Line	53.3	8.6	124	17	£32570
1.0T EcoBoost (155) auto Active X	53.3	8.6	127	17	£34770
2.3T EcoBoost (280) ST	35.3	5.8	183	27	£38800
2.3T EcoBoost (280) auto ST	35.8	5.8	182	27	£40250

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Tourneo Courier - 4337x1791mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 EcoBoost (125) Titanium	42.2	N/A	152	10	£25900
1.0 EcoBoost (125) Active	42.2	N/A	152	11	£27220
1.0 EcoBoost (125) auto Titanium	39.2	N/A	164	13	£27100
1.0 EcoBoost (125) auto Active	39.2	N/A	164	13	£28420

Tourneo Connect - 4515-4868x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 EcoBoost (115) auto Titanium	41.8	N/A	153	11	£33820
1.5 EcoBoost (115) auto Grand Titan	40.7	N/A	158	11	£34260
1.5 PHEV (150) auto Titanium	589.6	N/A	10	N/A	£37040
1.5 PHEV (150) auto Active	592.0	N/A	10	N/A	£38240
1.5 PHEV (150) auto Grand Titanium	549.0	N/A	11	N/A	£38840
1.5 PHEV (150) auto Grand Active	551.2	N/A	11	N/A	£39360
2.0 EcoBlue (122) auto Titanium	50.4	N/A	147	13	£35510
2.0 EcoBlue (122) auto Grand Titan	49.2	N/A	150	13	£36710
2.0 EcoBlue (122) auto Active	50.5	N/A	146	13	£37310
2.0 EcoBlue (122) auto Grand Active	49.2	N/A	150	13	£38510

Tourneo Custom - 5050-5450x2032mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (232) Zetec	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Titanium	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Active	149.0	N/A	43	N/A	£62533
2.5 PHEV (232) Titanium X	149.0	N/A	43	N/A	£64213
2.0 EcoBlue (136) Zetec	38.2	N/A	194	N/A	£54763
2.0 EcoBlue (136) Titanium	37.7	N/A	195	N/A	£57163
2.0 EcoBlue (136) auto Zetec	34.9	N/A	211	N/A	£57403
2.0 EcoBlue (136) auto Titanium	34.9	N/A	212	N/A	£59803
2.0 EcoBlue (150) Titanium	37.7	N/A	195	N/A	£57667
2.0 EcoBlue (150) Active	37.7	N/A	196	N/A	£60547
2.0 EcoBlue (150) Titanium X	37.7	N/A	197	N/A	£62227
2.0 EcoBlue (170) auto Titanium	34.9	N/A	212	N/A	£61027
2.0 EcoBlue (170) auto Active	34.9	N/A	213	N/A	£63907
2.0 EcoBlue (170) auto Titanium X	34.9	N/A	214	N/A	£65587
65kWh (218) auto Zetec	186	N/A	0	N/A	£60877
65kWh (218) auto Titanium	185	N/A	0	N/A	£60877
65kWh (218) auto Titanium	183	N/A	0	N/A	£66157
65kWh (218) auto Titanium	183	N/A	0	N/A	£67837

Luxe: add £2400 to Titanium, add £1200 to Titanium X, **LWB:** add £840

Puma - 4186x1805mm
Euro NCAP: ★★★★ **Driver Power:** 10th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	52.3	9.8	122	12	£26580
1.0T EcoBoost (125) ST-Line	52.3	9.8	122	12	£27480
1.0T E'Boost (125) auto Titanium	49.6	9.6	130	12	£28380
1.0T E'Boost (125) auto ST-Line	49.6	9.6	130	13	£29280
1.0T EcoBoost (155) auto ST-Line X	49.6	8.7	129	17	£31580
1.0T EcoBoost (170) auto ST	47.9	7.4	135	21	£33880
1.0T EcoBoost (170) at ST Handling	47.9	7.4	135	21	£34930
53kWh (168) auto Gen-E Select	233	8.0	0	N/A	£29995
53kWh (168) auto Gen-E Premium	226	8.0	0	N/A	£31995

ST-Line X: add £1550 to ST-Line

Explorer - 4468x1871mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	233	8.7	0	19	£39285
52kWh (170) auto Premium	221	8.7	0	20	£43985
77kWh (286) auto Select	374	6.4	0	28	£45885
77kWh (286) auto Premium	354	6.4	0	29	£49985
79kWh (340) auto Premium AWD	329	5.3	0	32	£53985

Capri - 4634x1872mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	242	8.7	0	20	£41485
52kWh (170) auto Premium	231	8.7	0	21	£46185
77kWh (286) auto Select	389	6.4	0	29	£48085
77kWh (286) auto Premium	369	6.4	0	30	£52185
79kWh (340) auto Premium AWD	346	5.3	0	33	£56185

Kuga - 4604x1882mm
Euro NCAP: N/A **Driver Power:** 37th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T EcoBoost (150) Titanium	44.1	9.5	145	16	£32365
1.5T EcoBoost (150) ST-Line	44.1	9.5	147	17	£37665
2.5 FHEV (180) auto ST-Line	52.3	9.1	123	19	£38795
2.5 FHEV (180) auto Active	52.3	9.1	125	19	£38965
2.5 FHEV (183) at ST-Line X AWD	48.7	8.3	136	23	£42645
2.5 FHEV (183) at Active AWD	48.7	8.3	133	23	£41145
2.5 PHEV (243) auto ST-Line	313.9	7.3	21	26	£40665
2.5 PHEV (243) auto Active	313.9	7.3	21	26	£41065

ST-Line X: add £2290 to ST-Line

Mustang Mach-E - 4713x1881mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (268) auto Select	292	6.9	0	33	£50840
91kWh (294) auto Premium	372	7.0	0	37	£59390
91kWh (370) auto AWD Premium	341	5.8	0	40	£65415
91kWh (487) auto AWD GT	320	4.4	0	40	£74550
91kWh (487) auto AWD GT Rally	316	4.4	0	40	£76800

Ranger - 5370-5381x2028mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.3 PHEV (281) auto Double Cab XLT	91.1	N/A	71	N/A	£48929
2.3 PHEV (281) auto DC Wildtrak	94.2	N/A	68	N/A	£55409
2.3 PHEV (281) auto DC Stormtrak	94.2	N/A	68	N/A	£61289
3.0 V6 E'Boost (292) auto DC Raptor	20.5	7.9	315	42	£62489
2.0 EcoBlue (170) Double Cab XL	33.2	10.5	222	39	£38489
2.0 EcoBlue (170) Double Cab XLT	33.2	10.5	221	39	£40109
2.0 EcoBlue (205) auto DC Tremor	27.4	10.5	270	41	£44189
2.0 EcoBlue (205) auto DC Wildtrak	32.1	10.5	230	42	£49949
2.0 EcoBlue (205) at DC Wildtrak X	27.4	10.5	271	42	£52349
2.0 EcoBlue (210) auto DC Raptor	26.6	10.4	278	41	£58889
3.0 V6 E'Blue (240) at DC Wildtrak	28.0	8.7	264	44	£56609
3.0 V6 E'Blue (240) at DC Platinum	28.0	8.7	266	45	£59069
3.0 V6 E'Blue (240) auto DC MS-RT	26.6	8.7	277	45	£62489

Mustang - 4810x1916mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 (446) GT Fastback	24.1	5.3	275	44	£58470
5.0 V8 (446) auto GT Fastback	23.9	4.9	278	45	£60470
5.0 V8 (446) GT Convertible	23.5	5.4	280	48	£61970
5.0 V8 (446) auto GT Convertible	24.4	5.0	282	48	£63970
5.0 V8 (453) Dark Horse	23.7	5.2	279	46	£70740
5.0 V8 (453) auto Dark Horse	23.3	4.4	282	46	£72740

GENESIS

Dealers: 103 **Warranty:** 5 yrs/125000 mls

Electrified G80 - 5005x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
87.2kWh (370) auto Luxury AWD	323	4.9	0	50	£76535

GV60 - 4515x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77.4kWh (229) auto Premium	321	7.8	0	41	£54855
77.4kWh (318) auto Sport AWD	292	6.3	0	45	£59315
77.4kWh (490) auto Sport Plus AWD	290	4.0	0	45	£68455

GV70 - 4715x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Luxury AWD	283	4.2	0	N/A	£48955
2.5T (304) auto Premium AWD	283	4.2	0	N/A	£49045
2.5T (304) auto Sport AWD	283	4.2	0	N/A	£51095
2.2 (201) auto Luxury AWD	283	7.9	0	N/A	£52645
2.2 (201) auto Premium AWD	283	7.9	0	N/A	£49545
2.2 (201) auto Sport AWD	283	7.9	0	N/A	£52805

GWM

Dealers: 10 **Warranty:** 5 yrs/unlimited

Ora 03 - 4235x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
48kWh (171) auto Pure+	193	8.3	0	24	£31995
63kWh (171) auto Pro+	260	8.2	0	30	£34995

Haval Jolion Pro - 4470x1898mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eHEV (189) auto Premium	47.0	9.0	133	N/A	£23995
1.5 eHEV (189) auto Lux	47.0	9.0	133	N/A	£26995
1.5 eHEV (189) auto Ultra	47.0	9.0	133	N/A	£29995

HONDA

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Jazz - 4089x1694mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	62.8	9.6	102	21	£28060
1.5 i-MMD (107) auto Advance	62.8	9.6	102	22	£29280
1.5 i-MMD (107) auto Crosstar	58.9	9.6	102	22	£30355
1.5 i-MMD (107) at Advance Sport	61.4	9.6	102	22	£30555

Civic - 4551x1802mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	60.1	7.9	108	28	£35780
2.0 i-MMD (143) auto Sport	56.5	7.9	113	28	£37325
2.0 i-MMD (143) auto Advance	56.5	8.1	114	28	£40680
2.0T (329) Type R	34.4	5.4	189	43	£51905

HR-V - 4340x1866mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	52.3	10.6	122	30	£32250
1.5 i-MMD (107) auto Advance	52.3	10.7	122	31	£34780
1.5 i-MMD (107) at Advance Style	52.3	10.7	122	31	£38030
1.5 i-MMD (107) at Adv Style Plus	52.3	10.7	122	31	£38825

e:Ny1 - 4387x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
68.8kWh (204) auto Elegance	256	7.7	0	43	£40660
68.8kWh (204) auto Advance	256	7.7	0	43	£42890

ZR-V - 4568x1898mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	49.6	7.8	130	35	£40780
2.0 i-MMD (143) auto Sport	48.7	7.9	131	35	£42445
2.0 i-MMD (143) auto Advance	48.7	8.0	132	35	£44330

CR-V - 4706x1942mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (148) auto Elegance	42.8	9.4	151	34	£47350
2.0 i-MMD (148) auto Advance	42.8	9.4	151	34	£50470
2.0 i-MMD (184) at Advance Tech	353.1	9.4	18	37	£49930

HYUNDAI

Dealers: 173 **Warranty:** 5 yrs/unlimited mls

i10 - 3670x1680mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPi (67) Advance	55.3	15.6	116	2	£16600
1.0 MPi (67) auto Advance	53.2	18.4	121	1	£17250
1.2 MPi (84) Advance	52.3	15.6	123	6	£17400
1.2 MPi (84) auto Advance	49.5	18.4	129	2	£18050
1.0 T-GDi (100) N Line	52.3	11.4	123	10	£19200

Premium: add £1300 to Advance

i20 - 4065x1775mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	52.3	10.4	123	13	£22100
1.0 T-GDi (100) Ultimate	52.3	10.4	123	14	£24750
1.0 T-GDi (100) auto Advance	52.3	11.4	122	12	£23350
1.0 T-GDi (100) auto Ultimate	52.3	11.4	124	15	£26000

Premium: add £1150 to Advance
N Line S: same price as Ultimate

i30 - 4340x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.6	130	15	£24755
1.5 T-GDi (140) N Line	42.8	9.6	150	15	£27390
1.5 T-GDi (140) auto Advance	50.4	9.7	127	15	£25955
1.5 T-GDi (140) auto N Line	44.8	9.7	143	15	£28590

Premium: add £3050 to Advance
N Line S: add £2020 to N Line

i30 Tourer - 4585x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.8	130	15	£25505
1.5 T-GDi (140) Premium	47.1	9.8	135	14	£28555
1.5 T-GDi (140) auto Advance	47.1	9.9	127	14	£26705
1.5 T-GDi (140) auto Premium	48.7	9.9	132	15	£29755

Ioniq 5 - 4655x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (170) auto Advance	273	8.5	0	33	£39910
84kWh (228) auto Advance	354	7.5	0	38	£43410
84kWh (228) auto N Line	320	5.3	0	38	£47410
84kWh (325) auto N Line AWD	307	5.3	0	41	£50910
84kWh (650) auto N AWD	278	3.4	0	49	£65010

Premium: add £5500 to Advance
N Line S: add £5000 to N Line

Ioniq 6 - 4855x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (228) auto Premium	338	7.4	0	36	£47050
77kWh (325) auto Premium AWD	322	5.1	0	41	£50550

Ultimate: add £3500 to Premium

Inster - 3825-3845x1610mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (97) auto 01	203	11.7	0	N/A	£23805
49kWh (115) auto 01	229	10.6	0	N/A	£25055
49kWh (115) auto 02	223	10.6	0	N/A	£26755
49kWh (115) auto Cross	229	10.6	0	N/A	£29055

Bayon - 4180x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	51.4	11.3	125	16	£23125
1.0 T-GDi (100) Premium	51.4	11.3	126	16	£24525
1.0 T-GDi (100) auto Advance	51.4	12.4	124	15	£24375
1.0 T-GDi (100) auto Premium	51.4	12.4	125	15	£25775

Ultimate: add £1400 to Premium

Kona - 4350x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	47.9	13.3	131	14	£26735
1.0 T-GDi (100) N Line	47.1	13.3	134	14	£28535
1.6 T-GDi (138) Advance	45.6	10.2	140	21	£27685
1.6 T-GDi (138) N Line	42.2	10.2	147	21	£29485
1.6 T-GDi (138) auto Advance	45.6	10.2	141	21	£29235
1.6 T-GDi (138) auto N Line	43.5	10.2	145	22	£31035
1.6 Hybrid (129) auto Advance	60.1	12.0	106	20	£30890
1.6 Hybrid (129) auto N Line	60.1	12.0	106	20	£32690
48kWh (156) auto Advance	234	8.8	0	25	£32400
65kWh (218) auto Advance	319	7.8	0	31	£35000
65kWh (218) auto N Line	282	7.8	0	31	£37000

N Line S: add £2400 to N Line, add £2700 to EV **Ultimate:** same price as N Line S

Tucson - 4510x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (160) Advance	41.5	10.3	154	16	£33080
1.6 T-GDi (160) N Line	40.9	10.3	157	16	£35580
1.6 T-GDi (160) 48v auto Advance	44.8	9.4	142	17	£34260
1.6 T-GDi (160) 48v auto N Line	44.1	9.4	144	17	£36760
1.6 T-GDi (160) 48v at N Lin S 4WD	40.3	9.8	158	18	£42080
1.6 T-GDi Hybrid (215) at Advance	49.5	8.2	129	20	£36220
1.6 T-GDi Hybrid (215) at N Line	49.6	8.2	131	20	£38820
1.6 T-GDi Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	£42910
1.6 T-GDi PHEV (252) at Advance	282.5	9.8	22	22	£39385
1.6 T-GDi PHEV (252) at N Line	256.8	9.8	24	23	£41885
1.6 T-GDi PHEV (252) at N Lin 4WD	217.3	8.2	29	23	£43485

Premium: same price as N Line
N Line S: add £2500 to N Line
Ultimate: same price as N Line S

Santa Fe - 4830x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi Hybrid (215) at Prem 2WD	41.5	9.6	155	33	£47890
1.6 T-GDi Hybrid (215) at Ultim 2WD	40.4	9.6	158	33	£51390
1.6 T-GDi Hybrid (215) at Callig 2WD	40.4	9.6	159	33	£53890
1.6 T-GDi Hybrid (215) at Prem 4WD	38.7	9.8	165	34	£49945
1.6 T-GDi Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	£53445
1.6 T-GDi Hybrid (215) at Callig 4WD	38.2	9.8	167	34	£55945
1.6 T-GDi PHV (253) at Prem 4WD	166.0	9.3	38	36	£51995
1.6 T-GDi PHV (253) at Ultim 4WD	166.0	9.3	38	36	£55245
1.6 T-GDi PHV (253) at Callig 4WD	166.0	9.3	38	36	£57745

Six seats: add £1000 to Calligraphy

INEOS

Dealers: TBC **Warranty:** 5 yrs/TBC mls

Grenadier - 4895x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.8	328	50	£65025
3.0T (286) auto Station Wagon	19.6	8.8	325	50	£71385
3.0D (249) auto Utility Wagon	25.9	8.8	286	50	£65025
3.0D (249) auto Station Wagon	25.9	8.8	286	50	£71385

Fieldmaster/Trialmaster Editions: add £7500

Quartermaster - 5440x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.6	327	50	£66240
3.0D (249) auto Utility Wagon	25.2	9.9	294	50	£66240

Fieldmaster/Trialmaster Editions: add £7500

ISUZU

Dealers: 103 **Warranty:** 5 yrs/125000 mls

D-Max - 5280x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.9D (164) Utility Double Cab	33.6	12.7	220	39	£35436
1.9D (164) DL20 Double Cab	33.6	12.7	220	39	£38196
1.9D (164) DL40 Double Cab	33.6	12.7	220	40	£41916
1.9D (164) V-Cross Double Cab	33.6	12.7	220	40	£43716
1.9D (164) Arctic Trucks AT35 DC	33.6	12.7	220	40	£62916
1.9D (164) auto Utility Double Cab	30.7	13.0	241	40	£37836
1.9D (164) auto DL20 Double Cab	30.7	13.0	241	40	£40596
1.9D (164) auto DL40 Double Cab	30.7	13.0	241	40	£44316
1.9D (164) at V-Cross Double Cab	30.7	13.0	241	40	£46116
1.9D (164) at Arc Trucks AT35 DC	30.7	13.0	241	40	£65916

JAECOO

Dealers: N/A **Warranty:** 7 yrs/100000 mls

Jaecoo 7 - 4500x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Deluxe	37.7	10.3	169	21	£28700
1.6T (147) auto Luxury AWD	35.3	11.8	182	22	£31700
1.5T PHEV (204) Luxury	403.0	6.1	23	31	£35000

JEEP

Dealers: 66 **Warranty:** 3 yrs/60000 mls

Avenger - 4084x1797mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T (100) Longitude	49.6	10.6	129	22	£25218
1.2T (100) Altitude	49.6	10.6	127	23	£27218
1.2T (100) Summit	49.6	10.6	129	23	£29219
1.2 E-Hybrid (100) auto Longitude	57.6	10.4	111	22	£26229
1.2 E-Hybrid (100) auto Altitude	57.6	10.4	111	23	£28229
1.2 E-Hybrid (100) auto Summit	57.6	10.4	111	23	£30229
1.2 Hybrid (136) auto Upland 4xe	51.4	9.5	124	27	£31219
1.2 Hybrid (136) auto Overland 4xe	51.4	9.5	124	27	£33219
1.2 Hybrid (136) at North Face 4xe	51.4	9.5	124	28	£35219
54kWh (156) auto e-Longitude	249	9.6	0	24	£29999
54kWh (156) auto e-Altitude	249	9.6	0	24	£31999
54kWh (156) auto e-Summit	249	9.6	0	25	£33999

Renegade - 4236x1805mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) auto North Star	50.4	10.0	127	17	£32929
1.5T E-Hybrid (130) auto Summit	50.4	10.0	126	17	£33429
1.3T PHEV (240) at North Star 4xe	134.5	7.1	48	26	£39219

Compass - 4404x1874mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) North Star	50.4	10.0	127	26	£36835
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	£38335
1.3T PHEV (240) auto Summit 4xe	141.2	7.3	47	31	£44765

Wrangler - 4882x1894mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	£63465
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	£65870

Grand Cherokee - 4914x1979mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	48	£72414
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	£85914

KGM MOTORS

Dealers: 63 **Warranty:** 5 yrs/100000 mls

Tivoli - 4225x1810mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K40	40.1	N/A	161	18	£23995
1.5 GDi-T (163) auto K40	36.9	N/A	175	18	£25749

Korando - 4450x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K35	36.9	10.8	175	18	£26995
1.5 GDi-T (163) auto K35	35.5	10.8	182	18	£27995

Torres - 4715x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K30	33.2	10.8	194	33	£36749
1.5 GDi-T (163) auto K40	33.2	10.8	194	33	£39749
1.5 GDi-T (163) auto K40 AWD	31.1	10.8	207	32	£41749
73.4kWh (207) auto K30 EVX	287	8.1	0	48	£36995
73.4kWh (207) auto K40 EVX	287	8.1	0	48	£39295

Actyon - 4740x1910mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K50	33.1	N/A	194	25	£38649

Rexton - 4850x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) auto K30	32.9	10.7	225	36	£42495
2.2D (202) auto K40	32.9	10.7	225	37	£44235
2.2D (202) auto K50	32.6	10.7	227	38	£48710

Musso - 5095-5405x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) Rebel	34.0	N/A	220	48	£38358
2.2D (202) auto Rebel	32.0	N/A	236	50	£36246
2.2D (202) auto Saracen	32.0	N/A	236	50	£41718
2.2D (202) auto Saracen+ LWB	31.0	N/A	241	50	£43194

KIA

Dealers: 187 **Warranty:** 7 yrs/100000 mls

Picanto - 3605x1900mm
Euro NCAP: ★★★ **Driver Power:** 12th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DPi (62) 2	55.4	15.4	116	4	£16065
1.0 DPi (62) GT-Line	52.3	15.4	121	5	£17215
1.0 DPi (62) 3	55.4	15.4	121	5	£18015
1.0 DPi (62) auto 2	54.3	18.2	119	4	£16765
1.0 DPi (62) auto GT-Line	52.3	18.2	123	5	£17915
1.0 DPi (62) auto 3	54.3	18.2	122	5	£18715
1.2 DPi (77) GT-Line S	51.4	13.1	124	8	£18915
1.2 DPi (77) auto GT-Line S	49.6	16.5	127	5	£19615

Ceed - 4310x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	48.7	9.5	128	13	£23325
1.5 T-GDi (138) GT-Line	48.7	9.5	131	13	£26025
1.5 T-GDi (138) 3	49.6	9.5	131	13	£26525
1.5 T-GDi (138) auto GT-Line	47.9	9.7	134	13	£26980
1.5 T-GDi (138) auto 3	47.9	9.7	134	13	£27480
1.5 T-GDi (138) auto GT-Line S	44.8	9.7	142	15	£31485

Ceed Sportswagon - 4600x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	49.6	9.7	129	13	£24070
1.5 T-GDi (138) 3	47.9	9.7	133	13	£27125
1.5 T-GDi (138) auto 3	47.1	9.9	136	13	£28225

ProCeed - 4605x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) GT-Line	47.9	9.7	133	13	£27125
1.5 T-GDi (138) auto GT-Line	47.9	9.9	134	13	£28080
1.5 T-GDi (138) auto GT-Line S	44.8	9.9	144	14	£32585

EV6 - 4695x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
84kWh (225) auto Air	361	7.7	0	34	£45585
84kWh (225) auto GT-Line	361	7.7	0	35	£48585
84kWh (320) auto AWD GT-Line	339	5.3	0	40	£52085
84kWh (577) auto AWD GT	263	3.5	0	45	£62675

GT-Line S: add £5100 to GT-Line, **heat pump:** add £1000 to GT-Line S

PV5 Passenger - 4695x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51.5kWh (122) auto Essential	179	12.8	0	N/A	£32995
51.5kWh (122) auto Plus	179	12.8	0	N/A	£TBC
71.2kWh (161) at Essential L. Range	249	10.7	0	N/A	£TBC
71.2kWh (161) auto Plus Long Range	249	10.7	0	N/A	£TBC

Stonic - 4140x1760mm
Euro NCAP: ★★★ **Driver Power:** 30th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (98) 2	51.4	11.3	125	9	£21485
1.0 T-GDi (98) GT-Line	48.7	11.3	132	10	£22540
1.0 T-GDi (98) 48v 3	50.4	11.3	127	10	£23990
1.0 T-GDi (98) auto 2	50.4	12.4	125	8	£22485
1.0 T-GDi (98) auto GT-Line	47.1	12.4	135	8	£23540
1.0 T-GDi (98) auto 48v 3	49.6	12.4	129	9	£24990

GT-Line S: add £1100 to GT-Line

XCeed - 4395x1826mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	46.3	8.7	137	16	£24610
1.5 T-GDi (138) GT-Line	44.8	8.7	141	17	£26085
1.5 T-GDi (138) 3	44.8	8.7	141	17	£26585
1.5 T-GDi (138) auto GT-Line	44.8	8.9	142	17	£27185
1.5 T-GDi (138) auto 3	44.8	8.9	142	17	£27685
1.5 T-GDi (138) auto GT-Line S	44.8	8.9	142	17	£32185

Niro - 4420x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 GDi Hybrid (139) auto 2	64.2	10.4	100	20	£30270
1.6 GDi Hybrid (139) auto 3	61.4	10.4	105	21	£32540
1.6 GDi Hybrid (139) auto 4	60.1	10.4	106	21	£35290
1.6 GDi PHEV (180) auto 2	353.1	9.6	18	23	£35435
1.6 GDi PHEV (180) auto 3	313.9	9.6	21	24	£37685
1.6 GDi PHEV (180) auto 4	282.5	9.6	22	24	£40435
65kWh (201) auto EV 2	285	7.8	0	28	£37335
65kWh (201) auto EV 3	285	7.8	0	29	£39585
65kWh (201) auto EV 4	285	7.8	0	29	£42335

Heat pump: add £900 to EV 4

EV3 - 4300x1850mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	267	7.5	0	34	£33005
81.4kWh (201) auto Air	372	7.7	0	36	£36005
81.4kWh (201) auto GT-Line	347	7.9	0	37	£39405
81.4kWh (201) auto GT-Line S	347	7.9	0	38	£43005

Heat pump: add £900 to GT-Line S

Sportage - 4515x1865mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi 48v (157) 2	44.1	9.8	149	19	£30170
1.6 T-GDi 48v (157) GT-Line	44.1	9.8	146	20	£32670
1.6 T-GDi 48v (157) auto GT-Line	44.8	9.8	146	20	£34370
1.6 T-GDi 48v (157) auto GT-Line S	42.2	9.8	147	31	£39570
1.6 T-GDi HEV (212) auto GT-Line	51.4	8.4	129	22	£36215
1.6 T-GDi HEV (212) auto GT Line S	51.4	8.4	132	24	£41470
1.6 T-GDi HEV (212) at GT-Li S AWD	45.6	8.7	146	24	£43070
1.6 T-GDi PHEV (248) at GT-Li AWD	235.4	8.4	25	26	£40685
1.6 T-GDi PHEV (248) at GT-L S AWD	235.4	8.4	25	27	£45885

3: add £1000 to GT-Line

Sorento - 4815x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T HEV (212) auto AWD 2	42.2	9.7	153	25	£43685
1.6T HEV (212) auto AWD 3	40.4	9.7	158	26	£47885
1.6T HEV (212) auto AWD 4	39.8	9.7	160	27	£52385
1.6T PHEV (248) auto AWD 2	176.6	8.8	37	31	£47405
1.6T PHEV (248) auto AWD 3	176.6	8.8	37	33	£51605
1.6T PHEV (248) auto AWD 4	176.6	8.8	37	34	£56105
2.2 CRDi (190) auto AWD 2	43.5	9.7	170	30	£42675
2.2 CRDi (190) auto AWD 3	42.8	9.7	173	31	£47290
2.2 CRDi (190) auto AWD 4	42.8	9.7	174	32	£51790

EV9 - 5015x1980mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
99.8kWh (201) auto Air 7st	349	9.4	0	45	£65035
99.8kWh (378) at AWD GT-Line 7st	313	5.3	0	50	£73285
99.8kWh (378) at AWD GT-Li S 7st	313	5.3	0	50	£76035
99.8kWh (378) at AWD GT-Li S 6st	313	5.3	0	50	£77035

LAMBORGHINI

Dealers: 7 **Warranty:** 3 yrs/unlimited mls

Urus - 5123x2022mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0T V8 PHEV (800) auto SE	N/A	3.4	N/A	50	£208000
4.0T V8 FSI (666) auto S	20.0	3.5	320	50	£186509
4.0T V8 FSI (666) auto Performante	20.0	3.3	320	50	£208398

Four seats: add £3150

Temerario - 4706x1996mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (920) auto AWD	N/A	2.7	N/A	N/A	£260035
4.0 V8TT (920) auto AWD Alleggerita	N/A	2.7	N/A	N/A	£297235

Revuelto - 4947x2033mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (1015) auto AWD Coupe	23.7	2.5	316	50	£452040

LAND ROVER

Dealers: 130 **Warranty:** 3 yrs/unlimited mls

Discovery Sport - 4597x2069mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T P270e auto AWD S	185.3	7.4	35	37	£50260
1.5T P270e at AWD Dynamic SE	178.6	7.4	36	39	£52880
1.5T P270e at AWD Dynamic HSE	175.2	7.4	37	42	£58030
2.0 D165 auto AWD S	42.7	10.2	173	28	£44540
2.0 D165 auto AWD Dynamic SE	42.0	10.2	176	30	£48060
2.0 D200 auto AWD S	42.7	8.6	173	32	£45940
2.0 D200 auto AWD Dynamic SE	42.0	8.6	176	34	£49460
2.0 D200 auto AWD Dynamic HSE	41.7	8.6	178	39	£54610

Defender 90 - 4583x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 auto AWD X	20.2	5.6	316	45	£96190
5.0 V8 S/C P525 auto AWD V8	19.9	5.2	320	50	£113250
3.0 D250 auto AWD X-Dynamic SE	33.6	8.0	220	37	£61440
3.0 D250 at AWD X-Dynamic HSE	33.3	8.0	222	38	£68175
3.0 D350 auto AWD S	33.7	6.2	219	41	£59960
3.0 D350 auto AWD X-Dynamic SE	33.6	6.2	221	41	£64940
3.0 D350 at AWD X-Dynamic HSE	33.3	6.2	222	44	£71675
3.0 D350 auto AWD X	33.0	6.2	224	46	£90385

Defender 110 - 5018x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT P635 auto AWD Octa	21.4	3.8	298	50	£148045
4.4 V8TT P635 auto AWD Octa Ed 1	21.1	3.8	302	50	£163545
5.0 V8 S/C P425 auto AWD X	19.9	5.8	321	46	£100395
2.0T P300e auto AWD S	104.2	7.6	61	41	£69810
2.0T P300e at AWD X-Dynamic SE	103.0	7.6	62	42	£76765
2.0T P300e at AWD X-Dynam HSE	101.6	7.6	63	44	£79580
2.0T P300e at AWD Sedona Ed	99.5	7.6	64	45	£86710
2.0T P300e auto AWD X	98.6	7.6	65	46	£95040
3.0 D250 auto AWD S	33.1	8.3	223	38	£62120
3.0 D250 auto AWD X-Dynamic SE	32.8	8.3	225	39	£69470
3.0 D250 at AWD X-Dynamic HSE	32.8	8.3	226	39	£73660
3.0 D350 auto AWD S	33.1	6.4	224	38	£66290
3.0 D350 auto AWD X-Dynamic SE	32.8	6.4	226	43	£75020
3.0 D350 at AWD X-Dynamic HSE	32.7	6.4	226	44	£77835
3.0 D350 at AWD Sedona Edition	32.5	6.4	228	45	£84470
3.0 D350 auto AWD X	32.3	6.4	229	46	£95970

Defender 130 - 5358x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 at AWD X-Dyn SE	19.9	6.2	321	43	£89670
5.0 V8 S/C P425 at AWD X-Dy HSE	19.8	6.2	322	46	£93175
5.0 V8 S/C P425 auto AWD X	19.8	6.2	323	48	£111075
5.0 V8 S/C P500 auto AWD V8	19.6	5.7	325	50	£120980
3.0 D350 auto AWD X-Dynamic SE	32.3	6.8	229	43	£83925
3.0 D350 at AWD X-Dynamic HSE	32.2	6.8	230	46	£87490
3.0 D350 auto AWD Outbound	32.4	6.8	229	43	£85060
3.0 D350 auto AWD X	31.8	6.8	233	47	£104390

Discovery - 4956x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D350 auto AWD S	34.8	6.3	213	43	£64610
3.0 D350 auto AWD Dynamic SE	34.3	6.3	216	43	£70410
3.0 D350 auto AWD Dynamic HSE	32.8	6.3	217	45	£74775
3.0 D350 at AWD Metropolitan Ed	33.8	6.3	219	45	£79670

Range Rover Evoque - 4371x1996mm
Euro NCAP: ★★★★★ **Driver Power:** 39th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 P160 auto S	35.9	9.7	178	25	£44755
2.0 P160 auto Dynamic SE	35.3	9.7	181	26	£47330
1.5 P270e auto AWD S	196.0	6.8	33	34	£49110
1.5 P270e auto AWD Dynamic SE	194.7	6.8	33	36	£53235
1.5 P270e at AWD Autobiography	190.9	6.8	34	39	£58385
2.0 D165 auto AWD S	44.0	9.2	168	26	£44380
2.0 D165 auto AWD Dynamic SE	43.6	9.2	170	29	£47755
2.0 D200 auto AWD S	44.0	7.9	168	29	£45435
2.0 D200 auto AWD Dynamic SE	43.6	7.9	170	33	£49560
2.0 D200 at AWD Autobiography	42.0	7.9	176	34	£55540

Range Rover Velar - 4797x2041mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T P400 auto AWD Dynamic SE	28.9	5.2	223	43	£69025
3.0T P400 at AWD Autobiography	28.2	5.2	228	47	£77735
2.0T P400e auto AWD S	161.1	5.1	40	43	£65445
2.0T P400e auto AWD Dynamic SE	157.7	5.1	41	44	£69670
2.0T P400e at AWD Autobiography	150.7	5.1	43	44	£75005
2.0 D200 auto AWD S	43.7	7.8	170	36	£55410
2.0 D200 auto AWD Dynamic SE	42.8	7.8	173	36	£60395
2.0 D200 auto AWD Autobiography	41.5	7.8	204	36	£67630
3.0 D300 auto AWD Dynamic SE	38.4	6.1	193	42	£66905
3.0 D300 at AWD Autobiography	37.5	6.1	197	46	£73540

Range Rover Sport - 4946x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT P460e auto AWD SE	382.4	5.3	17	50	£90310
3.0TT P460e at AWD Dynamic SE	385.6	5.3	17	50	£93310
3.0TT P460e auto AWD Autobiog	366.7	5.3	17	50	£104830
3.0TT P550e auto AWD Autobiog	362.2	4.7	18	50	£114160
4.4 V8TT P530 auto AWD Autobiog	24.7	4.3	259	50	£119025
4.4 V8TT P635 auto AWD SV Ed 2	23.6	3.7	272	50	£174545
3.0 D250 auto AWD S	39.4	7.3	188	44	£76350
3.0 D300 auto AWD SE	38.8	6.1	191	47	£85575
3.0 D300 auto AWD Dynamic SE	38.9	6.1	191	48	£88575
3.0 D300 at AWD Autobiography	38.1	6.1	195	50	£100095
3.0 D350 at AWD Autobiography	38.1	5.5	194	50	£104275

Range Rover - 5052x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autobiog	24.3	4.4	264	50	£145145
4.4TT V8 P615 auto AWD SV	24.1	4.3	266	50	£174345
3.0TT P460e auto AWD SE	375.7	5.5	17	50	£115915
3.0TT P460e auto AWD HSE	369.6	5.5	17	50	£121635
3.0TT P460e auto AWD Autobiog	360.1	5.5	18	50	£134795
3.0TT P550e auto AWD Autobiog	356.9	4.8	18	50	£138665
3.0TT P550e auto AWD SV	343.1	4.8	19	50	£161865
3.0 D300 auto AWD SE	38.2	6.3	194	50	£105675
3.0 D300 auto AWD HSE	37.8	6.3	196	50	£111755
3.0 D300 at AWD Autobiography	37.5	6.3	198	50	£125355
3.0 D350 auto AWD SE	38.3	5.7	194	50	£108775
3.0 D350 auto AWD HSE	37.9	5.7	196	50	£114855
3.0 D350 at AWD Autobiography	37.6	5.7	197	50	£128455

Range Rover LWB - 5252x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autob 7st	24.0	4.4	266	50	£147145
4.4TT V8 P615 auto AWD SV	24.1	4.4	266	50	£194175
3.0TT P460e at AWD Autobiog	346.2	5.6	19	50	£137545
3.0TT P460e auto AWD SV	336.2	5.6	19	50	£178290
3.0 D350 auto AWD HSE 7st	36.8	6.0	201	50	£120055
3.0 D350 auto AWD Autobiog 7st	36.7	6.0	202	50	£130455

Four seats: add £600 to P530/D350 Autobiography

NEW CAR PRICES

LEAPMOTOR

Dealers: 8 **Warranty:** 3 years

T03 - 3620x1652mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
37kWh (95) auto T03	165	12.7	0	N/A	£15995

C10 - 4739x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (218) auto C10	261	7.5	0	N/A	£36500

LEXUS

Dealers: 51 **Warranty:** 3 yrs/60000 mls

ES - 4975x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (218) at 300h Premium	53.2	8.9	120	35	£43945
2.5 Hybrid (218) auto 300h Takumi	53.2	8.9	121	36	£57495

Premium Plus: add £5150 to Premium

LM - 5130x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) auto 350h	42.1	9.1	152	29	£89995
2.5 Hybrid (250) auto AWD 350h	39.2	9.1	163	29	£92995
2.5 Hyb (250) at AWD 350h Takumi	39.2	9.1	163	29	£112995

LBX - 4190x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid (136) auto Urban	65.7	9.6	105	23	£29995
1.5 Hybrid (136) auto Premium	65.7	9.6	105	23	£32845
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	24	£34845
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	25	£38525
1.5 Hybrid (136) at Takumi AWD	62.8	9.6	115	24	£40525

Design: add £1100 to Premium Plus, add £1000 to Takumi

UX - 4495x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (199) auto 300h Urban	56.4	8.1	113	24	£35245
2.0 Hyb (199) auto 300h Premium	56.4	8.1	113	24	£37245
2.0 Hyb (199) at 300h Premium Plus	54.3	8.1	117	26	£42945
2.0 Hyb (199) auto 300h F Sport	54.3	8.1	118	26	£44745
2.0 Hyb (199) auto 300h Takumi	54.3	8.1	118	30	£48845
2.0 Hyb (199) at E4 300h Premium+	50.4	7.9	126	27	£44945
2.0 Hyb (199) auto E4 300h F Sport	50.4	7.9	127	27	£46745
2.0 Hyb (199) auto E4 300h Takumi	50.4	7.9	127	31	£50845
72.8kWh (204) auto 300e Urban	279	7.5	0	38	£40065
72.8kWh (204) auto 300e Prem	279	7.5	0	38	£42145
72.8kWh (204) at 300e Prem Plus	279	7.5	0	38	£44145
72.8kWh (204) auto 300e Takumi	279	7.5	0	38	£51145

F Sport Design: add £2600 to Urban
F Sport Takumi: add £5300 to F Sport

NX - 4660x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (243) auto 350h Urban	49.5	8.7	129	35	£44845
2.5 Hyb (243) auto 350h Premium	49.5	8.7	129	35	£46645
2.5 Hyb (243) auto 350h Takumi	49.5	8.7	129	32	£58895
2.5 Hyb (243) auto 350h Urban AWD	47.0	7.7	135	36	£45845
2.5 Hyb (243) at 350h Prem AWD	47.0	7.7	136	36	£47645
2.5 Hyb (243) at 350h F Sport AWD	44.8	7.7	143	35	£55395
2.5 Hyb (243) at 350h Takumi AWD	44.1	7.7	145	40	£59895
2.5 PHEV (309) at 450h+ Prem AWD	313.9	6.3	22	40	£50245
2.5 PHEV (309) at 450h+ F Spt AWD	256.8	6.3	25	40	£57895
2.5 PHEV (309) at 450h+ T'mi AWD	256.8	6.3	26	43	£59895

Premium Plus: add £6250 to Premium Hybrid, add £5970 to PHEV
F Sport Takumi: add £7450 to F Sport AWD, add £2750 to F Sport PHEV

RZ - 4805x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (204) auto 300e Urban	297	8.0	0	38	£50145
71.4kWh (204) auto 300e Premium	295	8.0	0	38	£52445
71.4kWh (204) auto 300e Takumi	267	8.0	0	40	£60145
71.4kWh (313) auto 450e Premium	271	5.6	0	44	£58045
71.4kWh (313) auto 450e Takumi	252	5.6	0	45	£65745

Premium Plus: add £2300 to Premium

RX - 4890x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) at 350h Premium	44.8	7.9	150	42	£63345
2.5 Hybrid (250) auto 350h F Sport	44.8	7.9	150	42	£70345
2.5 Hybrid (250) auto 350h Takumi	44.8	7.9	145	43	£77845
2.4T Hyb (371) auto 500h F Sport	35.3	6.2	182	46	£80695
2.5 PHEV (309) at 450h+ Premium	256.8	6.5	25	44	£65045
2.5 PHEV (309) auto 450h+ F Sport	256.8	6.5	25	44	£71045
2.5 PHEV (309) auto 450h+ Takumi	256.8	6.5	25	45	£77295

Premium Plus: add £6000 to 350h Premium, add £5500 to 450h+ Premium

LOTUS

Dealers: 18 **Warranty:** 3 yrs/36000 mls

Emeya - 5139x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (611) auto Emeya	360	4.2	0	N/A	£96200
102kWh (611) auto Emeya S	344	4.2	0	N/A	£108700
102kWh (917) auto Emeya R	298	2.8	0	N/A	£131200

Eletre - 5103x2135mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
112kWh (611) auto Eletre	373	4.5	0	50	£90750
112kWh (611) auto Eletre S	373	4.5	0	50	£105750
112kWh (917) auto Eletre R	304	3.0	0	50	£120000

Emira - 4413x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (360) auto First Edition	30.7	4.3	208	N/A	£82595
3.5 V6 S/C (400) First Edition	25.0	4.2	258	N/A	£87095
3.5 V6 S/C (400) auto First Edition	25.0	4.6	258	N/A	£88895

McLAREN

Dealers: 8 **Warranty:** 3 years

Artura - 4539x1976mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT hybrid (700) auto Coupe	58.9	3.0	108	50	£202660
3.0 V6TT hybrid (700) auto Spider	58.9	3.0	108	50	£222760

750S - 4569x2161mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT auto 750S	23.2	2.8	276	50	£252260
4.0 V8TT auto 750S Spider	23.2	2.8	276	50	£277260

GTS - 4683x2045mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (635) auto GT	26.2	3.2	270	50	£179260

MASERATI

Dealers: 9 **Warranty:** 3 yrs/unlimited mls

Grecale - 4847x1979mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) auto GT	32.1	5.6	199	N/A	£64055
2.0T (330) auto Modena	31.4	5.3	203	N/A	£71310
3.0 V6TT (530) auto Trofeo	25.2	3.8	254	N/A	£102775
105kWh (550) auto Folgore	310	4.1	0	N/A	£99000

GranTurismo - 4966x1957mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (490) auto Modena	27.8	3.9	230	N/A	£133120
3.0 V6TT (550) auto Trofeo	27.8	3.5	230	N/A	£163590
3.0 V6TT (761) auto Folgore	280	2.7	0	N/A	£179950

GranCabrio: add £5995 to Trofeo, add £5660 to Folgore

MC20 - 4669x1965mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (630) auto MC20 Coupe	24.4	2.9	262	N/A	£204465
3.0 V6TT (630) auto MC20 Cielo	24.1	3.0	265	N/A	£229465

MAXUS

Dealers: 57 **Warranty:** 5 yrs/100000 mls

Mifa 7 - 4907x1885mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (241) auto Elite	255	N/A	0	N/A	£48774
77kWh (241) auto Luxury	255	N/A	0	N/A	£50580
90kWh (241) auto Premium	298	N/A	0	N/A	£54780

Mifa 9 - 5270x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (241) auto Elite	269	9.9	0	N/A	£65086
90kWh (241) auto Luxury	269	9.9	0	N/A	£70613
90kWh (241) auto Premium	269	9.9	0	N/A	£77482

T90 EV - 5365x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (177) auto Elite 2WD	205	N/A	0	N/A	£60720

MAZDA

Dealers: 154 **Warranty:** 3 yrs/60000 mls

2 Hybrid - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hyb (116) at Centre-Line	74.3	9.7	87	14	£24280
1.5 VVT-i Hyb (116) at Exclu-Line	74.3	9.7	92	14	£25575
1.5 VVT-i Hyb (116) at Homura	74.3	9.7	97	14	£27475
1.5 VVT-i Hyb (116) at Homura+	74.3	9.7	98	15	£29425

3 - 4460x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Skyactiv-G (140) Prime-Line	47.1	9.5	133	18	£24730
2.5 Skyactiv-G (140) Centre-Line	47.1	9.5	133	18	£25830
2.5 Skyactiv-G (140) Exclusive-Li	47.1	9.5	135	19	£27530
2.5 Skyactiv-G (140) auto Homura	44.8	9.5	141	17	£27875
2.5 Skyactiv-G (140) at Exclusiv-Li	44.8	9.5	141	18	£29075
2.0 e-Skyactiv-X (186) Centre-Line	53.3	8.1	123	22	£27675
2.0 e-Skyactiv-X (186) Exclusive-Li	53.3	8.1	126	23	£29975
2.0 e-Skyactiv-X (186) at Exclus-Li	47.1	8.5	138	22	£31575

Saloon: same price (Skyactiv X Exclusive-Line only) **Homura:** add £500 to Centre-Line **Takumi:** add £1200 to Exclusive-Line

CX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-Skyactiv G (140) Prime-Line	47.1	9.7	135	16	£26135
2.5 e-Skyactiv G (140) Centre-Line	47.1	9.7	135	16	£27735
2.5 e-Skyactiv G (140) Exclusive-Li	47.1	9.7	136	17	£29435
2.5 e-Skyactiv G (140) at Centre-Li	42.8	10.3	147	15	£29235
2.5 e-Skyactiv G (140) at Exclu-Li	42.8	10.3	147	16	£30935
2.0 e-Skyactiv X (186) Centre-Line	49.6	8.3	129	20	£29535
2.0 e-Skyactiv X (186) Exclusive-Li	49.6	8.3	128	20	£31835
2.0 e-Skyactiv X (186) Takumi AWD	46.3	8.8	139	21	£36535
2.0 e-Skyactiv X (186) at Centre-Li	46.3	8.6	139	19	£31135
2.0 e-Skyactiv X (186) at Exclu-Li	46.3	8.6	140	19	£33435
2.0 e-Skyac-X (186) at Takumi AWD	42.8	9.0	148	21	£38035

Homura: add £1100 to Centre-Line
Takumi: add £2400 to Exclusive-Line

MX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
830cc e-S'activ R-EV (170) at Prime	282.5	9.1	21	22	£31605
830cc e-S'activ R-EV (170) at Excl	282.5	9.1	21	22	£33605
830cc e-S'act R-EV (170) at M'koto	282.5	9.1	21	23	£36205

CX-5 - 4575x1845mm
Euro NCAP: ★★★★★ **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Skyactiv-G (165) Centre-Line	43.5	10.7	146	17	£31330
2.0 e-Skyactiv-G (165) Exclusive-Li	43.5	10.7	146	18	£34430
2.0 e-Skyactiv-G (165) Takumi	43.5	10.7	146	19	£36830
2.0 e-Skyactiv-G (165) at Centre-Li	40.9	10.2	155	17	£33750
2.0 e-Skyactiv-G (165) auto Excl-Li	40.9	10.2	156	18	£36850
2.0 e-Skyactiv-G (165) at Takumi	40.9	10.2	156	19	£39250
2.5 e-S'activ-G (194) at Tk'mi AWD	37.2	9.5	171	21	£42280
2.2 Skyactiv-D (184) Exclusive-Li	50.4	9.2	147	26	£36630
2.2 Skyactiv-D (184) auto Excl-Li	43.6	9.3	160	25	£39050
2.2 S'activ-D (184) Takumi AWD	44.8	9.3	165	26	£41450
2.2 S'activ-D (184) at Takumi AWD	42.8	9.6	173	27	£43880

Newground: add £1000 to Skyactiv-G 165 Centre-Line
Homura: add £2000 to Skyactiv-G 165 Exclusive-Line

CX-60 - 4745x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	201.8	5.8	32	38	£46640
2.5 e-S'activ PHV (327) at Homura	201.8	5.8	32	39	£49790
2.5 e-S'activ PHEV (327) at Takumi	201.8	5.8	32	39	£50740
3.3 e-S'activ D (200) at Exclusive-Li	55.4	8.4	132	33	£46700
3.3 e-S'activ D (254) at Exc-Li AWD	51.4	7.4	139	38	£49350
3.3 e-S'activ D (254) at H'ura AWD	51.4	7.4	140	38	£52500
3.3 e-S'activ D (254) at Tk'mi AWD	51.4	7.4	142	39	£53450

Plus: add £2800 to PHEV, add £2600 to diesel (not Exclusive-Line)

CX-80 - 4995x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	176.6	6.8	35	37	£49780
2.5 e-S'activ PHV (327) at Homura	176.6	6.8	35	38	£52930
2.5 e-S'activ PHEV (327) at Takumi	176.6	6.8	36	38	£53880
3.3 e-S'activ D (254) at Exc-Li AWD	49.6	8.4	148	37	£52475
3.3 e-S'activ D (254) at H'ura AWD	49.6	8.4	149	38	£55625
3.3 e-S'activ D (254) at Tk'mi AWD	49.6	8.4	149	38	£56575

Plus: add £2650 to PHEV, add £3270 to diesel (not Exclusive-Line)

MX-5 - 3915x1735mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (132) Prime-Line	44.8	8.3	140	27	£28285
1.5 Skyactiv-G (132) Exclusive-Li	44.8	8.3	140	27	£30285
2.0 Skyactiv-G (184) Exclusive-Li	40.9	6.5	153	33	£33115
2.0 Skyactiv-G (184) Homura	40.9	6.5	153	33	£35515

MX-5 RF: add £1900

MERCEDES

Dealers: 147 **Warranty:** 3 yrs/unlimited mls

A-Class - 4428x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at A 180 Sport Edition	47.1	9.2	131	20	£31300
1.3T (136) auto A 180 Sport Exec	47.1	9.2	131	20	£32685
1.3T (163) auto A 200 Sport Exec	47.1	8.2	135	23	£34235
1.3T (218) at A 250 e AMG Li Exec	313.9	7.4	17	23	£41165
2.0T (306) at AMG A 35 4MT Tour	33.2	4.7	193	36	£47960
2.0T (421) at AMG A 45 S 4MATIC+	30.7	3.9	208	41	£65395
2.0 (150) auto A 200 d Sport Exec	57.7	8.3	130	23	£35235

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £2020 to A 35 Touring Edition

A-Class Saloon - 4558x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) auto A 180 Sport Exec	47.9	9.3	134	20	£33180
1.3T (163) auto A 200 Sport Exec	47.9	8.3	134	23	£34730
1.3T (218) at A 250 e AMG Li Exec	313.9	7.5	71	28	£41760
2.0T (306) at AMG A 35 4MT Exec	33.6	4.8	189	36	£47790
2.0 (150) auto A 200 d Sport Exec	57.7	8.4	128	23	£35830

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £1600 to A 35 Executive

B-Class - 4419x1796mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) auto B 200 Sport Exec	46.3	8.4	136	25	£35965
2.0 (150) auto B 200 d Sport Exec	55.4	8.5	135	25	£37065

AMG Line Executive: add £2300 to Sport Executive

CLA-Class - 4731x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
85kWh (272) at 250+ Sport Edition	484	6.7	0	N/A	£45615
85kWh (272) at 250+ AMG Line Ed	482	6.7	0	N/A	£49375
85kWh (272) at 250+ AMG Line Prem	462	6.7	0	N/A	£51770

C-Class - 4793-4842x1820-1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	43.5	7.3	142	38	£46175
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	153	40	£53495
2.0T (313) auto C 300 e AMG Line	565.0	6.1	12	45	£51970
2.0T (408) auto AMG C 43 4MATIC	30.7	4.3	209	44	£69960
2.0T (476) at AMG C 63 S e 4MT+	31.4	3.4	205	50	£100935
2.0 (200) auto C 220 d AMG Line	60.1	7.5	119	39	£47575
2.0 (265) at C 300 d AMG Li Prem	53.3	5.7	136	41	£54925

C-Class Estate - 4793-4842x1820-1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	44.1	7.5	147	38	£47925
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	157	40	£55245
2.0T (313) auto C 300 e AMG Line	565.0	6.3	13	45	£57220
2.0T (408) auto AMG C 43 4MATIC	30.4	4.4	209	44	£71710
2.0T (476) at AMG C 63 S e 4MAT+	31.4	3.4	205	50	£102685
2.0 (200) auto C 220 d AMG Line	62.8	7.6	123	39	£49235
2.0 (265) at C 300 d AMG Li Prem	53.3	5.8	139	41	£56675

E-Class - 4949-4959x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	43.5	7.5	148	42	£56650
2.0T (313) at E 300 e Urban Edition	470.8	6.4	13	50	£65720
2.0T (313) at E 300 e AMG Line P	470.8	6.4	13	50	£70845
3.0T (449) at E 53 Hyb 4MATIC+	313.9	3.8	21	50	£92120
2.0 (197) auto E 220 d AMG Line	58.9	7.6	125	42	£58300
2.0 (197) auto E 300 de Urban Ed	706.3	6.4	11	49	£67720
2.0 (197) at E 300 de AMG Line Pr	706.3	6.4	11	50	£72845
3.0 (367) at E 450 d AMG Li Pr 4MT	47.1	4.8	158	50	£81095

E-Class Estate - 4949-4959x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	41.5	7.8	155	42	£59720
2.0T (313) at E 300 e Urban Edition	470.8	6.5	14	50	£67970
2.0T (313) at E 300 e AMG Line P	470.8	6.5	14	50	£73095
3.0T (449) at E 53 Hyb 4MATIC+	282.5	3.9	23	50	£94370
2.0 (197) auto E 220 d AMG Line	56.5	7.9	131	42	£60650
2.0 (197) auto E 300 de Urban Ed	565.0	6.6	12	49	£69970
2.0 (197) at E 300 de AMG Line Pr	565.0	6.6	13	50	£75095
3.0 (367) at E 450 d AMG Li Pr 4MT	44.8	5.0	164	50	£83345

EQE - 4946x1906mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQE 350+ Sport Ed	429	6.5	0	50	£69365
91kWh (292) at EQE 350+ AMG Li Ed	429	6.5	0	50	£74615
91kWh (408) at EQE 500 AMG Li Ed	385	4.7	0	50	£82615
91kWh (625) at AMG EQE 53 4MT	306	3.5	0	50	£105995

AMG GT 4-Door - 5054x1953mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (639) at AMG GT 63 S 4MT	21.4	3.2	298	50	£159300
4.0 V8TT (843) at AMG GT 63 S E Prf	25.2	2.9	254	50	£182450

S-Class - 5320x1954mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (299) at S 450 e L 4MT AMG Line	403.6	5.9	17	50	£111665
3.0 (449) at S 500 L 4MT AMG Line	32.8	4.7	195	50	£112895
3.0 (517) at S 580 e L AMG Line	353.1	4.9	19	50	£119370
3.0 (517) at S 580 e Maybach	313.9	5.1	21	50	£174770
4.0 V8 (503) at S 580 4MT Maybach	26.4	4.8	242	50	£181490
4.0 V8TT (802) auto AMG S 63 E Perf	35.8	3.3	179	50	£193525
6.0 V12 (612) at S 680 4MT M'bach 1st	20.9	4.5	321	50	£226595
3.0 (313) auto S 350 d L AMG Line	44.8	5.6	166	50	£100390
3.0 (367) at S 450 d L 4MT AMG Li	43.5	5.0	171	50	£105785

EQS - 5216x1926mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) auto 350 AMG Line	409	6.7	0	50	£99845
118kWh (360) at 450+ AMG Line	481	6.2	0	50	£112620
118kWh (360) at 450 4MAT AMG Li	467	5.7	0	50	£115920

Business Class: add £7000 to AMG Line

V-Class - 4895-5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (163) auto V 220 d Premium L	37.2	11.1	192	37	£76320
2.0 (237) auto V 300 d Premium L	36.2	7.9	196	43	£81600
2.0 (237) auto V 300 d Exclusive L	36.2	7.9	200	43	£91960
2.0 (163) auto V 220 d Premium XL	37.2	11.2	194	37	£77330
2.0 (237) auto V 300 d Premium XL	36.2	7.9	198	43	£82610
2.0 (237) at V 300 d Exclusive XL	36.2	7.9	199	43	£88770
2.0 (237) auto V 300 d M.P Prem L	34.9	8.6	207	44	£88455

EQV - 5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (204) at EQV 300 Exec Long	222	12.1	0	44	£92255

GLA-Class - 4412-4436x1834-1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at 180 Sport Edition	42.8	10.0	148	29	£35880
1.3T (163) at 200 Sport Executive	43.5	8.9	148	29	£38065
2.0T (218) auto 250 e AMG Li Exec	256.8	7.9	24	40	£45630
2.0T (306) auto AMG 35 4MATIC	32.1	5.2	201	41	£55570
2.0T (421) at AMG 45 S 4MATIC+	28.5	4.3	225	41	£73330
2.0 (150) at 200 d Sport Executive	51.4	8.8	142	31	£39115
2.0 (190) at 220 d 4MT AMG Li Ex	48.7	7.5	151	36	£46990

AMG Line Executive: add £3480 to Sport Executive

EQA - 4463x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
67kWh (190) auto 250+ Sport Exec	346	8.6	0	44	£49760
67kWh (190) auto 250+ Urban Ed	346	8.6	0	44	£52020
67kWh (228) auto 300 4MT AMG Li	280	7.7	0	46	£53020

GLB-Class - 4634x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) at 200 Sport Executive	41.5	9.3	155	28	£40190
2.0 (150) at 200 d Sport Executive	50.4	9.2	148	29	£40420
2.0 (190) at 220 d 4MT AMG Li Ex	47.1	7.8	158	35	£48110

AMG Line Executive: add £3480 to Sport Executive

EQB - 4634x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (190) auto 250+ Sport Exec	321	8.9	0	N/A	£52810
71kWh (190) auto 250+ Urban Ed	321	8.9	0	N/A	£55070
67kWh (228) auto 300 4MT AMG Li	271	8.0	0	29	£55320

GLC-Class - 4721-4749x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	38.2	6.2	167	42	£56495
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	47	£59970
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	47	£64470
2.0T (443) at AMG GLC 43 4MATIC	27.2	4.5	236	45	£76715
2.0T (680) at AMG GLC 63 S e 4MT+	29.1	3.5	221	50	£125185
2.0 (219) at 220 d 4MAT AMG Line	53.3	8.0	140	40	£54450
2.0 (291) at 300 d 4MT AMG L Prm	48.7	6.3	151	44	£63895
2.0 Hyb (333) 300 de 4MT Urban	565.0	6.4	12	49	£62220
2.0 Hyb (333) 300 de 4MT AMG Li	565.0	6.4	12	49	£66720

GLC-Coupe - 4769-4792x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	38.7	6.3	167	43	£62220
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	43	£65970
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	43	£70470
2.0T (443) at AMG GLC 43 4MATIC	27.4	4.5	231	45	£78715
2.0T (680) at AMG GLC 63 S e 4MT+	29.1	3.5	221	50	£127185
2.0 (219) at 220 d 4MAT AMG Line	54.3	8.1	138	41	£60175
2.0 (291) at 300 d 4MT AMG L Prm	49.6	6.4	149	44	£68800

GLE-Class - 4926-4934x2015mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (375) at 400 e 4M Urban	94.2	6.1	69	47	£80490
3.0 Hyb (619) auto AMG 53 4MATIC+	67.3	4.7	95	50	£94835
3.0T (435) auto AMG 53 4MATIC+	26.7	5.0	241	50	£96665
4.0 V8TT (612) at AMG 63 S 4MT+	22.4	3.9	287	50	£139350
2.0 (289) at 300 d 4MAT Urban Ed	41.5	6.9	179	44	£78050
3.0 (389) at 450 d 4MAT Urban Ed	37.7	5.6	196	48	£82160
3.0 (329) at 350 de 4MAT Urban Ed	128.4	6.9	58	48	£78490

Seven seats: standard on GLE 300 d, GLE 450 d, AMG 53 non hybrid
AMG Line: add £5000 to Urban Ed

GLE-Coupe - 4941x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (388) at 400 e 4M Urban Ed	97.4	6.1	65	49	£83490
3.0 Hyb (619) auto AMG 53 4MATIC+	72.4	4.7	88	50	£103880
3.0T (435) auto AMG 53 4MATIC+	27.4	5.0	235	50	£105790
4.0 V8TT (612) at AMG 63 S 4MT	22.6	3.9	284	50	£148350
3.0 (389) at 450 d 4MT Urban Ed	37.7	5.6	194	49	£85160
3.0 (389) at 350 de 4MT Urban Ed	134.5	6.9	55	49	£81490

AMG Line: add £5000 to Urban Edition

EQE SUV - 4863x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at 350+ AMG Line Ed	378	6.9	0	50	£75505

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
91kWh (292) at 350 4MAT AMG Li Ed	342	6.6	0	50	£80005
96kWh (408) at 500 AMG Line Ed	365	5.0	0	50	£90570
91kWh (617) auto AMG 53 4MAT+	280	3.7	0	50	£115130

GLS-Class - 5209-5233x1956-2030mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) at 450 4MAT AMG Line	26.7	6.1	241	47	£114180
4.0 V8TT (579) at 600 Maybach	20.5	4.9	313	50	£182950
4.0 V8TT (579) at 600 May 1st Class	20.5	4.9	315	50	£187250
4.0 V8TT (634) at AMG 63 4MAT+	21.1	4.2	303	50	£158400
3.0 (367) at 450 d 4MAT AMG Line	33.6	6.1	222	50	£110800

Business Class: add £10000 to AMG Line

EQS SUV - 5125x1957mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
118kWh (360) at 450 4MAT AMG Li	400	6.2	0	50	£129480
118kWh (544) at 580 4MAT AMG Li	400	4.8	0	50	£139480
118kWh (658) at 680 4MAT Maybach	374	4.4	0	50	£200870

Business Class: add £14325 to AMG Line

G-Class - 4873x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (469) auto 500 AMG Line	25.0	5.4	257	50	£150875
4.0 V8TT (605) auto AMG G 63	19.1	4.4	338	50	£189375
3.0 (387) auto G 450 d AMG Line	31.4	5.8	235	50	£141065
116kWh (587) at G 580 EQ AMG Line	280	4.7	0	50	£154870

Carbon Edition: add £10000 to AMG G 63 **Manufaktur Edition:** add £16500 to AMG G 63 **Magno Edition:** add £19000 to AMG G 63

CLE-Class Coupe - 4850-4853x1861-1936mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.8	7.4	148	35	£47675
2.0T (258) at CLE 300 4MT AMG Li P	40.4	6.2	158	40	£57370
2.0T (313) at CLE 300 e AMG Li P	470.8	6.3	13	45	£61620
3.0T (381) at CLE 450 4MT AMG Li P	36.7	4.4	175	43	£68325
3.0T (471) at AMG CLE 53 4MATIC+	30.4	4.2	212	44	£75660
2.0 (197) auto CLE 220 d AMG Line	60.1	7.5	123	36	£50075

CLE-Class Cabriolet - 4850-4853x1861-1936mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.2	7.9	153	40	£54495
2.0T (258) at CLE 300 4MT AMG Li P	39.2	6.6	167	44	£61370
3.0T (381) at CLE 450 4MT AMG Li P	35.3	4.7	180	46	£72325
3.0T (449) at AMG CLE 53 4MATIC+	29.4	4.4	218	47	£79660
2.0 (197) auto CLE 220 d AMG Line	57.7	7.9	129	41	£56075

AMG SL - 4700x1915mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (434) auto SL 43 Premium	31.4	4.7	206	50	£109910
2.0T (434) at SL 43 Premium Plus	31.4	4.7	215	50	£118910
4.0 V8TT (476) at SL 55 4MT Prem+	21.7	3.9	305	50	£152900
4.0 V8TT (585) at SL 63 4MT Prem+	21.7	3.6	305	50	£177150
4.0 V8TT (816) at SL 63 4MT S E Prf	28.3	2.9	228	50	£196740

AMG GT - 4728x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (421) auto GT 43 Premium	27.4	4.6	235	50	£105435
4.0 V8TT (476) at GT 55 4MT Prem	20.2	3.9	319	50	£142200
4.0 V8TT (585) at GT 63 4MT Prem	20.2	3.2	319	50	£163500
4.0 V8TT (612) at GT 63 4MT Pro	20.2	3.2	319	50	£179350
4.0 V8TT (816) at GT 63 4MT S E Perf	26.7	2.8	241	50	£186290

MG

Dealers: 71 **Warranty:** 7 yrs/80000 mls

MG3 - 4113x1797mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (194) auto SE	64.2	8.0	100	23	£18495
1.5 Hybrid+ (194) auto Trophy	64.2	8.0	100	24	£20495

MG4 - 4287x1836mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (170) auto SE	218	7.7	0	27	£26995
64kWh (203) auto SE Long Range	281	7.9	0	28	£29495
64kWh (203) at Trophy Long Range	270	7.9	0	29	£32495
77kWh (245) auto Extended Range	323	6.5	0	33	£36495
64kWh (435) auto XPower	239	3.7	0	40	£36495

MG5 - 4600x1818mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52.5kWh (156) auto SE	214	7.7	0	32	£30995

Trophy: add £2500 to SE

ZS - 4430x1818mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (196) auto SE	55.4	8.7	115	22	£21995
1.5 Hybrid+ (196) auto Trophy	55.4	8.7	115	22	£24495

MGS5 EV - 4476x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (170) auto SE	211	8.0	0	29	£28495
64kWh (231) auto SE Long Range	298	6.3	0	34	£30995
64kWh (231) at Trophy Long Range	288	6.3	0	34	£33495

HS - 4670x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (162) SE	38.2	9.4	168	24	£24995
1.5 T-GDi (162) auto SE	37.2	9.6	173	25	£26495
1.5 T-GDi (371) auto SE Plug-In	672.6	6.8	12	27	£31495

Trophy: add £2500 to SE

Cyberster - 4535x1913mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (340) auto Trophy	316	5.0	0	47	£54995
77kWh (503) auto GT	276	3.2	0	50	£59995

MINI

Dealers: 148 **Warranty:** 3 yrs/unlimited mls

Cooper - 3858x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.9	7.7	133	21	£23150
1.5T (156) auto C Exclusive	47.9	7.7	134	22	£25350
2.0T (204) auto S Classic	45.6	6.6	140	25	£27550
2.0T (204) auto S Exclusive	45.6	6.6	140	25	£29750
41kWh (184) auto E Classic	190	7.3	0	20	£30000
41kWh (184) auto E Exclusive	190	7.3	0	20	£32200
54kWh (218) auto SE Classic	250	6.7	0	26	£34500
54kWh (218) auto SE Exclusive	250	6.7	0	26	£36700

Sport: add £1300 to Exclusive

Cooper 5-Door - 4036x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.1	8.0	136	N/A	£24050
1.5T (156) auto C Exclusive	46.3	8.0	137	N/A	£26250
2.0T (204) auto S Classic	44.8	6.8	142	N/A	£28450
2.0T (204) auto S Exclusive	44.8	6.8	142	N/A	£30650

Sport: add £1300 to Exclusive

Aceman - 4079x1754mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
38.5kWh (184) auto E Classic	192	7.9	0	20	£31800
38.5kWh (184) auto E Exclusive	190	7.9	0	20	£34550
49.2kWh (218) auto SE Classic	251	7.1	0	23	£36300
49.2kWh (218) auto SE Exclusive	249	7.1	0	24	£39050

Sport: add £1850 to Exclusive

Countryman - 4444x1843mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto C Classic	47.9	8.3	133	20	£29340
1.5T (170) auto C Exclusive	47.9	8.3	134	21	£31840
2.0T (218) auto S Classic ALL4	42.8	7.1	148	25	£34740
2.0T (218) auto S Exclusive ALL4	42.2	7.1	151	25	£37650
2.0T (300) auto JCW ALL4	36.2	5.4	177	30	£41575
64.6kWh (204) auto E Classic	286	8.6	0	23	£42080
64.6kWh (204) auto E Exclusive	281	8.6	0	24	£44580
64.6kWh (313) auto SE Classic ALL4	266	5.6	0	31	£47180
64.6kWh (313) at SE Exclusive ALL4	262	5.6	0	31	£49680

Sport: add £1200 to Exclusive

MORGAN

Dealers: 18 **Warranty:** TBC

Super 3 - 3581-1840mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (118) Super 3	40.0	7.0	130	N/A	£43165

Roadster - 3700-3890x1680-1756mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0TT (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0TT (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0TT (335) auto Plus 6	34.0	4.2	180	N/A	£81995

NISSAN

Dealers: 221 **Warranty:** 3 yrs/60000 mls

Leaf - 4490x1812mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
39kWh (150) auto Shiro	168	7.9	0	25	£28495
39kWh (150) auto Acenta	168	7.9	0	24	£28995

N-Connecta: add £1500 to Acenta
Tekna: add £3000 to Acenta

Juke - 4210x1800mm
Euro NCAP: ★★★★★ **Driver Power:** 28th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DIG-T (114) Acenta Premium	48.7	10.7	133	13	£23500
1.0 DIG-T (114) N-Connecta	48.7	10.7	133	14	£25500
1.0 DIG-T (114) at Acenta Premium	47.1	11.8	137	12	£25000
1.0 DIG-T (114) auto N-Connecta	47.1	11.8	137	14	£27000
1.6 Hybrid (143) auto N-Connecta	58.4	10.1	110	14	£29095

Tekna: add £1500 to N-Connecta
Tekna+: add £1400 to Tekna
N-Sport: same price as Tekna+

Qashqai - 4394x1806mm
Euro NCAP: ★★★★★ **Driver Power:** 42nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 DiG-T (140) Acenta Premium	44.8	10.2	142	12	£30135
1.3 DiG-T (140) Tekna	44.1	10.2	145	13	£34845
1.3 DiG-T (158) Acenta Premium	44.8	9.5	142	17	£30855
1.3 DiG-T (158) Tekna	44.1	9.5	145	18	£35565
1.3 DiG-T (158) at Acenta Premium	45.6	9.2	141	15	£32455
1.3 DiG-T (158) auto Tekna	44.1	9.2	144	16	£37465
1.3 DiG-T (158) at N-Connecta AWD	40.9	9.9	155	15	£36410
1.3 DiG-T (158) auto Tekna AWD	40.4	9.9	157	16	£39250
1.5 e-Power (190) at Acenta Prem	54.3	7.9	117	24	£34430
1.5 e-Power (190) auto Tekna	53.3	7.9	119	26	£39620

N-Connecta: add £2170 to Acenta Premium **N-Design:** add £4170 to Acenta Premium **Tekna+:** add £2790 to Tekna (not DiG-T 140)

X-Trail - 4680x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VC-T (163) at Acenta Premium	39.8	9.6	157	22	£35175
1.5 VC-T (163) auto Tekna	38.7	9.6	161	23	£41240
1.5 e-Power (204) at Acenta Prem	48.7	8.0	129	24	£37540
1.5 e-Power (204) auto Tekna	47.1	8.0	133	26	£43655
1.5 e-P (213) at Acenta Prem AWD	44.8	7.0	141	28	£39790
1.5 e-Power (213) at Tekna AWD	43.5	7.0	144	30	£45855

Seven seats: add £1000 (not e-Power 204) **N-Connecta:** add £2825 to Acenta Premium **Tekna+:** add £2670 to Tekna

Ariya - 4595x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (217) auto Engage	251	7.5	0	30	£39645
63kWh (217) auto Advance	250	7.5	0	30	£43145
87kWh (242) auto Engage	330	7.6	0	34	£44645
87kWh (242) auto Advance	329	7.6	0	34	£48145
87kWh (306) auto Advance 4WD	319	5.7	0	41	£50845

Evolve: add £3995 to Advance

OMODA

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Omoda 5 - 4424x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (187) auto Comfort	31.2	7.9	170	34	£25235
1.6T (187) auto Noble	31.2	7.9	170	35	£27035
61kWh (204) auto Comfort	257	7.2	0	34	£33055
61kWh (204) auto Noble	257	7.2	0	35	£34555

PEUGEOT

Dealers: 283 **Warranty:** 3 yrs/60000 mls

208 - 4055x1745mm
Euro NCAP: ★★★★ **Driver Power:** 6th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Allure	58.2	10.1	117	21	£23710
1.2 Hybrid (100) auto Allure	65.9	9.8	102	22	£25510
1.2 Hybrid (100) auto GT	65.9	9.8	104	21	£27660
1.2 Hybrid (136) auto GT	65.0	8.1	105	29	£28860
50kWh (136) auto Allure	225	8.1	0	28	£29950
50kWh (136) auto GT	225	8.1	0	31	£32100
51kWh (156) auto Allure	259	8.2	0	28	£30750
51kWh (156) auto GT	259	8.2	0	31	£32900

308 - 4367x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T PureTech (130) auto Active	51.9	9.7	126	19	£29645
1.2T PureTech (130) auto GT	51.9	9.7	130	20	£33670
1.2T Hybrid (136) auto Active	62.6	9.3	107	19	£30265
1.2T Hybrid (136) auto GT	62.6	9.3	111	21	£34470
1.6 PHEV (180) auto Allure	242.7	7.6	28	26	£38060
1.6 PHEV (180) auto GT	242.7	7.6	29	28	£40870
1.6 PHEV (225) auto GT	242.7	7.5	29	29	£42270
1.5 BlueHDi (130) auto Active	59.6	10.6	128	19	£30865
1.5 BlueHDi (130) auto GT	59.6	10.6	132	21	£35070
54kWh (156) auto Allure	257	9.8	0	24	£38650
54kWh (156) auto GT	257	9.8	0	25	£40720

308 SW: add £1200 **Allure:** add £1530 to Active

408 - 4687x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T PureTech (130) auto Allure	48.1	10.4	136	19	£33195
1.2T PureTech (130) auto GT	48.1	10.4	136	21	£35935
1.2T Hybrid (136) auto Allure	58.8	10.2	114	N/A	£33810
1.2T Hybrid (136) auto GT	58.8	10.2	114	N/A	£36730
1.6 PHEV (180) auto Allure	231.9	8.1	31	28	£40550
1.6 PHEV (180) auto GT	231.9	8.1	31	29	£43410
1.6 PHEV (225) auto GT	232.3	7.8	31	31	£44820

508 Fastback - 4750x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid (225) auto Allure	274.8	7.9	34	36	£45765
1.6 Hybrid (225) auto Allure SW	274.8	8.0	37	36	£46965

e-Rifter - 4403-4753x1878mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (100) auto Allure	199	N/A	0	N/A	£32320
50kWh (100) auto GT	199	N/A	0	N/A	£35115
50kWh (100) auto Allure Long	199	N/A	0	N/A	£33220
50kWh (100) auto GT Long	199	N/A	0	N/A	£36015

e-Traveller - 4981-5331x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Active	217	10.8	0	38	£48995
75kWh (136) auto Active Long	217	10.8	0	40	£49895

Allure: add £5325

2008 - 4300x1770mm
Euro NCAP: ★★★★ **Driver Power:** 8th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) Allure	52.7	9.7	131	16	£28405
1.2 PureTech (130) auto Allure	48.9	9.2	138	16	£30010
1.2 Hybrid (136) auto Allure	62.1	8.3	111	23	£30805
50kWh (136) auto Allure	232	9.8	0	26	£34400
54kWh (156) auto Allure	271	9.1	0	26	£35200

GT: add £2150 to Allure (not PureTech 130 manual)

3008 - 4542x1895mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	10.2	123	22	£35035
1.2T PHEV (195) auto Allure	356.2	7.8	19	N/A	£40750
73kWh (210) auto Allure	327	8.8	0	32	£45950
98kWh (230) auto Allure	422	N/A	0	N/A	£48650

GT: add £3800 to Allure

5008 - 4791x1895mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	11.3	130	23	£37735
1.2T PHEV (195) auto Allure	356.2	8.3	23	N/A	£43450
73kWh (210) auto Allure	311	9.7	0	33	£48650

GT: add £3800 to Allure

POLESTAR

Dealers: 2 **Warranty:** 3 yrs/60000 mls

Polestar 2 - 4606x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (268) auto Standard	343	6.2	0	34	£44950
82kWh (295) auto Long Range	408	5.9	0	35	£48950
82kWh (416) auto LR Dual Motor	369	4.3	0	42	£52950
82kWh (469) at LR Dual Motor Perf	352	4.0	0	42	£57950

Polestar 4 - 4840x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (268) auto Long Range	385	6.9	0	45	£59990
100kWh (536) at Long Dual Motor	367	3.7	0	48	£66990

Polestar 3 - 4900x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (295) auto Long Range	438	7.5	0	50	£69900
111kWh (483) auto LR Dual Motor	392	4.8	0	50	£75900
111kWh (510) at LR Dual Motor Perf	347	4.5	0	50	£81500

PORSCHE

Dealers: 36 **Warranty:** 3 yrs/unlimited mls

Taycan - 4963x1966-1998mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (408) auto	367	4.8	0	50	£86500
89kWh (544) auto 4S	346	3.7	0	50	£95900
105kWh (408) auto Perf Battery+	421	4.8	0	50	£90954
105kWh (544) at 4S Perf Battery+	399	3.7	0	50	£100196
105kWh (884) auto Turbo	391	2.7	0	50	£134100
105kWh (952) auto Turbo S	391	2.4	0	50	£161400
105kWh (1034) auto Turbo GT	344	2.3	0	50	£186300
105kWh (1034) at T GT Weissach	345	2.2	0	50	£186300

Taycan Sport Turismo - 4963x1966mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (408) auto	351	4.8	0	50	£87300
89kWh (544) auto 4S	332	3.7	0	50	£96700
105kWh (408) auto Perf Battery+	404	4.8	0	50	£91754
105kWh (544) at 4S Perf Battery+	383	3.7	0	50	£100996
105kWh (884) auto Turbo	377	2.7	0	50	£134800
105kWh (952) auto Turbo S	375	2.4	0	50	£162100

Taycan Cross Turismo - 4974x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
105kWh (435) auto 4	381	4.7	0	50	£96800
105kWh (598) auto 4S	379	3.8	0	50	£100400
105kWh (884) auto Turbo	371	2.8	0	50	£135200
105kWh (952) auto Turbo S	370	2.5	0	50	£162500

Panamera - 5052x1937mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 V6 (353) auto	29.1	5.3	219	50	£82500
2.9 V6 (353) auto 4	27.7	5.0	230	50	£85500
2.9 V6 (470) auto 4 E-Hybrid	282.5	4.1	23	50	£91000
2.9 V6 (544) auto 4S E-Hybrid	256.8	3.7	24	50	£102100
4.0 V8 (500) auto GTS	23.5	3.8	274	50	£125600
4.0 V8 (680) auto Turbo E-Hybrid	235.4	3.2	27	50	£145400
4.0 V8 (782) auto Turbo S E-Hybrid	201.8	2.9	31	50	£168700

Macan - 4726x1927mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (265) auto	28.0	6.4	228	39	£54900
2.0T (265) auto T	28.0	6.2	229	39	£59900
3.0 V6 (380) auto S	25.4	4.8	251	42	£61500
3.0 V6 (440) auto GTS	25.0	4.5	255	47	£73400

Macan Electric - 4784x1938mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (360) auto	398	5.7	0	44	£67200
100kWh (408) auto 4	381	5.2	0	46	£69800
100kWh (516) auto 4S	377	4.1	0	48	£75400
100kWh (639) auto Turbo	367	3.3	0	50	£95000

Cayenne - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	26.2	6.0	246	44	£76000
4.0 V8TT (474) auto S	22.8	5.0	282	48	£91500
4.0 V8TT (500) auto GTS	22.4	4.7	287	50	£106100
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£84800
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£93700
4.0 V8 (739) auto Turbo E-Hybrid	166.2	3.7	39	50	£139100

Cayenne Coupe - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	25.9	5.7	247	44	£80100
4.0 V8TT (474) auto S	22.6	4.7	284	50	£96900
4.0 V8TT (500) auto GTS	22.4	4.4	287	50	£107700
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£88500
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£98500
4.0 V8 (739) auto Turbo E-Hybrid	156.9	3.7	40	50	£144500
4.0 V8 (739) at Turbo E-Hybrid GT	156.9	3.6	40	50	£164800

718 Boxster - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Boxster	30.1	5.1	212	44	£55800
2.0T (300) auto 718 Boxster	31.7	4.9	201	44	£57999
2.5T (350) 718 Boxster S	29.4	4.6	229	46	£65800
2.5T (350) auto 718 Boxster S	29.4	4.4	218	46	£67999
4.0 (400) 718 Boxster GTS 4.0	25.9	4.5	247	49	£77300
4.0 (400) auto 718 Boxster GTS 4.0	28.0	4.0	230	49	£79832

718 Cayman - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Cayman	30.4	5.1	212	42	£53800
2.0T (300) auto 718 Cayman	31.7	4.9	201	42	£55999
2.5T (350) 718 Cayman S	28.0	4.9	228	44	£63800
2.5T (350) auto 718 Cayman S	29.4	4.4	217	44	£65999
4.0 (400) 718 Cayman GTS 4.0	25.9	4.5	247	46	£75300
4.0 (400) at 718 Cayman GTS 4.0	28.0	4.0	230	46	£77832

911 - 4542-4553x1852-1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	28.0	3.9	230	50	£99800
3.6TT (541) auto Carrera GTS	26.9	3.0	239	50	£132600
3.6TT (541) auto Carrera 4 GTS	26.9	3.0	239	50	£139100
3.7TT (650) auto Turbo 50 Years	23.0	2.7	278	50	£200600
4.0 (525) auto GT3 RS	21.1	3.2	305	50	£192600
4.0 (525) S/T	20.5	3.7	313	50	£231600

GT3 Touring Package: same as GT3

911 Cabriolet - 4542-4553x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	27.4	4.1	235	50	£109800
3.6TT (541) auto Carrera GTS	26.4	3.1	243	50	£142600
3.6TT (541) auto Carrera 4 GTS	26.4	3.1	244	50	£149100

911 Targa: same price as Carrera 4 GTS

RENAULT

Dealers: 158 **Warranty:** 5 yrs/100000 mls

5 E-Tech - 3922x1774mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (120) auto Evolution	192	9.0	0	18	£22995
40kWh (120) auto Techno	191	9.0	0	19	£24995
40kWh (120) auto Iconic Five	190	9.0	0	22	£26995
52kWh (150) auto Techno	252	8.0	0	22	£26995
52kWh (150) auto Iconic Five	251	8.0	0	22	£28995
52kWh (150) auto Roland Garros	252	8.0	0	22	£29995

Clio - 4050x1798mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	54.3	12.2	118	10	£18995
1.0 TCe (90) Techno	53.3	12.2	119	11	£20595
1.0 TCe (90) Esprit Alpine	53.3	12.2	120	11	£22195
1.6 E-Tech (145) auto Evolution	65.7	9.3	95	15	£21895
1.6 E-Tech (145) auto Techno	65.7	9.3	97	15	£23495
1.6 E-Tech (145) auto Esprit Alpine	65.7	9.3	97	15	£25095

Megane E-Tech - 4200x1768mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (220) auto Evolution	285	7.5	0	26	£33995
60kWh (220) auto Techno	282	7.5	0	25	£35995
60kWh (220) auto Iconic	281	7.5	0	26	£37995

Captur - 4239x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

NEW CAR PRICES

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	47.9	13.3	133	11	£22195
1.0 TCe (90) Techno	47.9	13.3	133	11	£23895
1.6 E-Tech (145) auto Evolution	61.4	10.6	103	16	£24995
1.6 E-Tech (145) auto Techno	61.4	10.6	104	16	£26695
1.6 E-Tech (145) auto Esprit Alpine	60.1	10.6	105	16	£28395

Symbioz - 4413x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 E-Tech hyb (145) auto Techno	61.4	10.6	104	16	£29495
1.6 E-Tech hyb (145) at Techno Alp	61.4	10.6	105	17	£31495
1.6 E-Tech hyb (145) at Iconic Alp	60.1	10.6	106	17	£33495

Scenic E-Tech - 4470x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (170) auto Techno	260	8.6	0	28	£37495
87kWh (220) auto Techno	379	7.9	0	32	£40995
87kWh (220) auto Esprit Alpine	372	7.9	0	32	£43495
87kWh (220) auto Iconic	369	7.9	0	32	£45495

Austral - 4510x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) at Techno	61.4	8.4	105	21	£34695
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.4	106	22	£36695
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.4	106	23	£38695

Rafale - 4710x1866mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) auto Techno	60.1	8.6	105	29	£38195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.6	106	30	£42195
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.6	107	30	£44695
1.2 E-Tec PHEV (300) at Techno Alp	564.9	6.4	12	38	£45695
1.2 E-Tec PHEV (300) at Atelier Alp	470.8	6.4	15	39	£49695

ROLLS-ROYCE

Dealers: 6 **Warranty:** 4 yrs/unlimited mls

Cullinan - 5341x2164mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.1	5.2	341	50	£332000
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£380000

Ghost - 5545-5715x2148mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000

Phantom - 5762-5982x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000

Spectre - 5475x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
120kWh (577) auto	323	4.5	0	50	£332000

SEAT

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Ibiza - 4059x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE	55.4	11.0	117	11	£19725
1.0 TSI (95) FR	52.3	11.0	123	12	£22105
1.0 TSI (95) Xcellence	51.4	11.0	126	12	£22320
1.0 TSI (115) FR	51.4	9.7	124	15	£22520
1.0 TSI (115) Xcellence	51.4	9.7	125	15	£22575
1.0 TSI (115) auto FR	51.4	9.9	126	15	£23600
1.0 TSI (115) auto Xcellence	50.4	9.9	126	15	£23655

SE Technology: add £1070 to SE
FR Sport: add £915 to FR
Xcellence Lux: add £1250 to Xcellence **Anniversary Edition:** add £955 to FR Sport

Leon - 4368x1991mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) SE	50.4	10.4	128	14	£24250
1.5 TSI (115) FR	48.7	10.4	131	14	£27785
1.5 eTSI (115) auto SE	53.3	10.4	120	14	£27280
1.5 eTSI (115) auto FR	52.3	10.4	123	15	£30025
1.5 TSI (150) FR	48.7	8.7	131	19	£29365
1.5 eTSI (150) auto FR	52.3	8.7	123	19	£31375
1.5 e-Hybrid (204) auto FR	706.2	7.7	8	24	£36445
2.0 TDI (115) SE	62.8	8.7	119	19	£27190
2.0 TDI (150) FR	58.9	8.7	127	19	£31420

Leon ST estate: add £1480
SE Dynamic: add £1680 to SE
FR Sport: add £1915 to FR (not 1.0 TSI manual)

Arona - 4138x1780mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) S	49.6	11.3	129	10	£19995
1.0 TSI (95) SE	51.4	11.3	124	10	£22460
1.0 TSI (115) FR	52.3	10.0	124	14	£25875
1.0 TSI (115) Xperience	52.3	10.0	123	14	£26595
1.0 TSI (115) auto SE	50.4	10.3	127	12	£23700
1.0 TSI (115) auto FR	50.4	10.3	128	14	£26955
1.0 TSI (115) auto Xperience	50.4	10.3	128	14	£27595
1.5 TSI (150) auto FR	49.6	8.4	129	18	£27240

SE Technology: add £1065 to SE
FR Sport: add £1170 to FR **Xperience Lux:** add £1665 to Xperience

Ateca - 4381x1841mm
Euro NCAP: ★★★★★ **Driver Power:** 14th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) SE	47.1	11.0	137	13	£28635
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30560
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32430
1.5 Eco TSI (150) Xperience	43.5	9.0	149	18	£32715
1.5 Eco TSI (150) auto SE	44.1	9.0	145	18	£32180
1.5 Eco TSI (150) auto FR	42.8	9.0	150	18	£33840
1.5 Eco TSI (150) auto Xperience	42.8	9.0	151	18	£34505

SE Technology: add £875 to SE
FR Sport: add £2545 to FR **Xperience Lux:** add £3285 to Xperience

SERES

Dealers: TBC **Warranty:** 5 yrs/75000 mls

Seres 3 - 4385x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (160) auto Active	205	8.9	0	N/A	£29995
54kWh (160) auto Spirit	205	8.9	0	N/A	£31995

SKODA

Dealers: 135 **Warranty:** 3 yrs/60000 mls

Fabia - 4108x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPI (80) SE Edition	53.9	15.7	116	4	£19880
1.0 MPI (80) Design Edition	54.3	15.7	116	4	£20680
1.0 TSI (95) SE Edition	55.8	10.7	117	11	£20430
1.0 TSI (95) Design Edition	56.2	10.7	117	11	£21230
1.0 TSI (116) SE Edition	55.6	9.3	116	15	£20930
1.0 TSI (116) Design Edition	56.1	9.3	116	15	£21730
1.0 TSI (116) SE L Edition	56.0	9.3	117	15	£22615
1.0 TSI (116) Monte Carlo Edition	54.6	9.3	118	15	£23115
1.0 TSI (116) auto SE Edition	53.8	9.7	126	14	£21930
1.0 TSI (116) auto Design Edition	54.2	9.7	126	14	£22730
1.0 TSI (116) auto SE L Edition	54.1	9.7	127	14	£23565
1.0 TSI (116) at Monte Carlo Edition	52.7	9.7	128	15	£24065
1.5 TSI (150) auto Design Edition	52.1	8.0	124	20	£24445
1.5 TSI (150) auto SE L Edition	52.1	8.0	124	20	£25280
1.5 TSI (150) at Monte Carlo Edition	50.9	8.0	125	20	£25780

Scala - 4362x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	55.4	10.8	119	12	£22255
1.0 TSI (116) SE Edition	54.8	9.5	119	15	£23230
1.0 TSI (116) Monte Carlo Edition	52.5	9.5	119	16	£27955
1.0 TSI (116) auto SE Edition	52.9	10.1	130	14	£24580
1.0 TSI (116) at Monte Carlo Edition	51.0	10.1	130	15	£29305
1.5 TSI (150) SE Edition	52.3	8.2	124	20	£24530
1.5 TSI (150) Monte Carlo Edition	50.4	8.2	124	21	£29255
1.5 TSI (150) auto SE Edition	52.1	8.2	131	21	£25880
1.5 TSI (150) at Monte Carlo Edition	50.5	8.2	131	21	£30605

SE L Edition: add £1800 to SE Edition

Octavia - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	54.3	10.4	118	14	£26775
1.5 TSI (116) auto SE Technology	57.5	10.6	112	14	£28815
1.5 TSI (150) SE L	53.3	8.5	121	20	£31250
1.5 TSI (150) SportLine	51.4	8.5	125	21	£32255
1.5 TSI e-Tec (150) auto SE L	57.3	8.5	112	20	£33290
1.5 TSI e-Tec (150) auto SportLine	55.2	8.5	117	21	£34295
2.0 TSI (265) auto vRS	40.3	6.5	159	27	£38670
2.0 TDI (116) SE Technology	66.2	10.0	112	17	£29320
2.0 TDI (116) SE L	65.5	10.0	113	18	£32370
2.0 TDI (150) auto SE Technology	63.4	8.5	117	21	£31720
2.0 TDI (150) auto SE L	62.8	8.5	118	22	£34770
2.0 TDI (150) auto SportLine	60.6	8.5	122	22	£35775

Octavia Estate - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	52.9	10.5	121	14	£27755
1.5 TSI (116) auto SE Technology	56.1	10.7	115	14	£29795
1.5 TSI (150) SE L	51.7	8.6	124	20	£32480
1.5 TSI (150) SportLine	50.5	8.6	127	20	£33285
1.5 TSI e-Tec (150) auto SE L	55.8	8.6	115	20	£34520
1.5 TSI e-Tec (150) auto SportLine	54.4	8.6	118	21	£35325
2.0 TSI (265) auto vRS	40.8	6.4	158	27	£39775
2.0 TDI (116) SE Technology	64.7	10.1	114	17	£30300
2.0 TDI (116) SE L	63.9	10.1	116	17	£33600
2.0 TDI (150) auto SE Technology	62.1	8.6	119	21	£32700
2.0 TDI (150) auto SE L	61.5	8.6	121	22	£36000
2.0 TDI (150) auto SportLine	59.9	8.6	124	22	£36805

Superb - 4912x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	54.2	9.2	119	23	£34875
1.5 TSI e-Tec (150) auto SE L	52.1	9.2	123	24	£38230
2.0 TSI (265) auto 4x4 L&K	36.3	5.6	177	34	£46355
2.0 TDI (150) auto SE Technology	58.0	9.2	128	24	£35390
2.0 TDI (150) auto SE L	56.0	9.2	133	25	£38405
2.0 TDI (193) auto 4x4 SE L	48.3	7.5	153	31	£42020
2.0 TDI (193) auto 4x4 L&K	47.8	7.5	156	31	£45740

Superb Estate - 4902x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	52.9	9.3	122	23	£36175
1.5 TSI e-Tec (150) auto SE L	51.0	9.3	126	24	£39530
1.5 TSI iV (204) auto SE Technology	784.3	8.1	8	29	£41465
1.5 TSI iV (204) auto SE L	682.8	8.1	9	30	£44820
1.5 TSI iV (204) auto L&K	735.7	8.1	9	30	£48540
2.0 TSI (265) auto 4x4 L&K	35.7	5.7	180	35	£47655
2.0 TDI (150) auto SE Technology	56.9	9.3	130	24	£36725
2.0 TDI (150) auto SE L	55.1	9.3	135	25	£39705
2.0 TDI (193) auto 4x4 SE L	47.7	7.6	155	30	£43320
2.0 TDI (193) auto 4x4 L&K	47.1	7.6	157	30	£47040

Kamiq - 4241x1793mm
Euro NCAP: ★★★★★ **Driver Power:** 40th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	51.8	11.0	123	12	£24190
1.0 TSI (116) SE Edition	52.2	9.7	122	16	£25120
1.0 TSI (116) SE L Edition	50.8	9.7	126	15	£27335
1.0 TSI (116) auto SE Edition	50.5	10.2	127	16	£26520
1.0 TSI (116) auto SE L Edition	49.3	10.2	130	15	£28785
1.5 TSI (150) SE Edition	49.7	8.3	129	19	£26465
1.5 TSI (150) SE L Edition	48.2	8.3	132	20	£28730
1.5 TSI (150) auto SE Edition	49.6	8.3	129	20	£27865
1.5 TSI (150) auto SE L Edition	48.3	8.3	132	20	£30130

Monte Carlo Edition: add £2100 to SE L Edition

Elroq - 4488x1884mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto 50 SE	232	8.7	0	22	£31500
63kWh (204) auto 60 SE L	265	7.7	0	27	£33350
63kWh (204) auto 60 Edition	265	7.7	0	27	£34450
63kWh (204) auto 60 SportLine	263	7.7	0	28	£37400
82kWh (286) auto 85 Edition	360	6.4	0	32	£38650
82kWh (286) auto 85 SportLine	355	6.4	0	34	£41600

Enyaq - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) auto 60 SE L	268	8.1	0	N/A	£39000
63kWh (204) auto 60 Edition	268	8.1	0	N/A	£40100
82kWh (286) auto 85 Edition	359	6.7	0	N/A	£44300
82kWh (286) auto 85x SportLine	332	6.7	0	N/A	£48750

Enyaq Coupe - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82kWh (286) auto 85 Edition	365	6.7	0	N/A	£46200
82kWh (286) auto 85x SportLine	334	6.7	0	N/A	£50650

Karoq - 4390x1841mm
Euro NCAP: ★★★★★ **Driver Power:** 19th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (116) SE Drive	48.0	10.3	134	14	£29775
1.0 TSI (116) SE L	47.6	10.3	135	15	£31950
1.5 TSI (150) SE Drive	47.1	8.9	137	19	£30950
1.5 TSI (150) SE L	46.9	8.9	137	19	£33125
1.5 TSI (150) SportLine	45.0	8.9	143	20	£36190
1.5 TSI (150) auto SE Drive	46.2	9.0	139	19	£32400
1.5 TSI (150) auto SE L	46.0	9.0	140	19	£34575
1.5 TSI (150) auto SportLine	44.5	9.0	144	20	£37640
2.0 TSI (190) auto 4x4 SportLine	36.8	7.0	175	26	£41450
2.0 TDI (150) auto 4x4 SE L	48.9	8.7	152	20	£39560
2.0 TDI (150) auto 4x4 SportLine	48.8	8.7	152	21	£42625

Kodiaq - 4758x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE 5st	47.4	9.7	136	18	£36645
1.5 TSI e-Tec (150) auto SE L 7st	44.5	9.9	145	19	£40205
1.5 TSI e-Tec (150) at SportLine 7st	45.2	9.9	143	20	£42705
1.5 TSI iV (204) auto SE 5st	691.5	8.4	9	24	£41935
1.5 TSI iV (204) auto SE L 5st	578.4	8.4	11	24	£44635
1.5 TSI iV (204) auto SportLine 5st	598.1	8.4	11	25	£47135
2.0 TSI (204) auto 4x4 SE L 7st	36.6	7.5	175	27	£45255
2.0 TSI (204) auto 4x4 SportLine 7st	36.4	7.5	176	27	£52595
2.0 TSI (265) auto 4x4 vRS 7st	33.8	6.4	194	31	£47755
2.0 TDI (150) auto SE 5st	53.2	9.6	139	20	£38945
2.0 TDI (150) auto SE L 7st	49.8	9.8	149	21	£42505
2.0 TDI (193) auto 4x4 SE L 7st	44.1	8.0	168	26	£46225
2.0 TDI (193) at 4x4 SportLine 7st	44.6	8.0	166	26	£48725

Seven seats: add £860 to SE (not iV)

SKYWELL

Dealers: TBC **Warranty:** 7 yrs/100000 mls

BE11 - 4720x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (204) auto Standard Range	248	9.6	0	N/A	£36940
86kWh (204) auto Long Range	304	9.6	0	N/A	£39940

SMART

Dealers: 48 **Warranty:** 3 yrs/unlimited mls

#1 - 4270x1822mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	193	6.7	0	30	£31950
62kWh (272) auto Pro+	260	6.7	0	30	£35950
62kWh (272) auto Premium	273	6.7	0	31	£38950
62kWh (428) auto Brabus	248	3.9	0	37	£43450

#3 - 4400x1844mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	202	5.8	0	33	£32950
62kWh (272) auto Pro+	270	5.8	0	34	£36950
62kWh (272) auto Premium	283	5.8	0	36	£39950
62kWh (272) auto Anniversary Ed	283	5.8	0	36	£40950
62kWh (428) auto Brabus	258	3.7	0	41	£45450

SUBARU

Dealers: 70 **Warranty:** 3 yrs/100000 mls

Crosstrek - 4495x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (136) at AWD Limited	36.8	10.8	174	15	£34995

Touring: add £2000 to Limited

Solterra - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (215) auto Limited AWD	289	6.9	0	N/A	£52495

Touring: add £3000 to Limited

Forester - 4625x1815mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (150) auto AWD XE	34.7	11.8	185	23	£37995

Premium: add £3000 to XE

Outback - 4870x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5i (169) auto AWD Limited	32.8	10.2	193	19	£37995

Field: add £4000 to Limited
Touring: add £5500 to Limited

SUZUKI

Dealers: 149 **Warranty:** 3 yrs/60000 mls

Swift - 3860x1735mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 MHEV (82) Motion	64.2	12.5	99	21	£19199
1.2 MHEV (82) Ultra	64.2	12.5	99	21	£20299
1.2 MHEV (82) Ultra 4x4	57.6	13.6	110	20	£21549
1.2 MHEV (82) auto Motion	60.1	11.9	106	22	£20449
1.2 MHEV (82) auto Ultra	60.1	11.9	106	22	£21549

Swace - 4655x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (122) at Motion	62.7	9.4	102	20	£29999
1.8 VVT-i Hybrid (122) auto Ultra	62.7	9.4	102	21	£31999

Vitara - 4185x1775mm
Euro NCAP: ★★★★★ **Driver Power:** 21st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	119	22	£26949
1.4 Boosterjet (129) Ultra	53.2	9.5	120	22	£28649
1.4 Boosterjet (129) Ultra 4x4	52.3	10.2	128	22	£30449
1.5 Hybrid (115) auto Motion	56.4	12.7	113	16	£28699
1.5 Hybrid (115) auto Ultra	56.4	12.7	114	17	£30399
1.5 Hybrid (115) auto Ultra 4x4	50.4	13.5	127	16	£32199

S-Cross - 4300x1785mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	120	22	£26699
1.4 Boosterjet (129) Ultra 4x4	47.8	10.2	133	22	£29699
1.5 Hybrid (115) auto Motion	54.3	12.7	118	16	£28449
1.5 Hybrid (115) auto Ultra 4x4	48.7	13.5	132	16	£31449

Across - 4635x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (306) auto E-Four	282.4	6.0	22	39	£49529

TESLA

Dealers: 17 **Warranty:** 4 yrs/50000 mls

Model 3 - 4694x1849mm
Euro NCAP: ★★★★★ **Driver Power:** 2nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (245) auto RWD	318	5.8	0	36	£39990
79kWh (320) auto RWD Long Range	436	4.9	0	38	£44990
79kWh (351) auto AWD Long Range	390	4.2	0	41	£49990
79kWh (460) at AWD Performance	328	2.9	0	48	£59990

Model S (LHD) - 4970x1964mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) auto AWD	405	3.1	0	50	£95480
100kWh (1020) auto AWD Plaid	390	2.0	0	50	£114930

Model Y - 4751x1978mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81kWh (342) auto RWD Long Range	373	5.9	0	45	£46990
81kWh (384) auto AWD Long Range	331	4.8	0	48	£52990
81kWh (426) at AWD Performance	319	3.5	0	50	£59990

Seven seats: add £2500 to AWD LR

Model X (LHD) - 5037x2271mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) at AWD Long Range	348	3.8	0	50	£99930
100kWh (1020) auto AWD Plaid	333	2.5	0	50	£126230

TOYOTA

Dealers: 206 **Warranty:** 3 yrs/60000 mls

Aygo X - 3465x1615mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 VVT-i (72) Pure	58.9	14.9	109	5	£16140
1.0 VVT-i (72) Edge	58.9	14.9	110	5	£17180
1.0 VVT-i (72) auto Pure	56.5	14.8	113	6	£17245
1.0 VVT-i (72) auto Edge	56.5	14.8	113	6	£18285

Exclusive: add £1810 to Edge

Yaris - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (114) auto Icon	68.9	9.7	92	13	£22640
1.5 VVT-i Hybrid (114) auto Design	68.9	9.7	91	14	£23545
1.5 VVT-i Hybrid (114) auto GR Sport	68.9	9.7	97	14	£28815
1.5 VVT-i Hybrid (114) auto Excel	68.9	9.7	96	14	£26710
1.5 VVT-i Hybrid (114) auto Premiere	68.9	9.7	96	14	£28935

GR Yaris - 3995x1805mm
Euro NCAP: ★★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (257) GR Yaris	34.3	5.5	186	35	£32205
1.6T (257) GR Yaris Convenience	34.3	5.5	186	35	£34385
1.6T (257) GR Yaris Circuit Pack	34.3	5.5	186	36	£35705

Corolla - 4370x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	64.2	9.1	100	17	£30505
1.8 VVT-i Hybrid (140) auto Design	61.4	9.1	104	17	£32140
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.1	105	17	£33405
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.1	106	18	£34240
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.4	98	21	£32250
2.0 VVT-i Hybrid (196) auto Design	62.8	7.4	102	21	£33885
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.4	103	21	£35150
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.4	103	22	£35985

Corolla Touring Sports - 4650x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	62.8	9.4	101	17	£31840
1.8 VVT-i Hybrid (140) auto Design	60.1	9.4	106	17	£33475
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.4	107	17	£35120
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.4	107	18	£35955
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.7	100	21	£33585
2.0 VVT-i Hybrid (196) auto Design	61.4	7.7	104	21	£35220
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.7	105	21	£36865
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.7	105	22	£37700

Prius Plug-in - 4599x1782mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 VVT-i Hybrid (223) auto Design	565.0	6.8	12	31	£37315
2.0 VVT-i Hybrid (223) auto Excel	403.5	6.8	17	31	£39955

Proace City Verso Elec - 4403-4753x1848mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Icon Medium	160	11.2	0	18	£31849
50kWh (136) auto Design Medium	160	11.2	0	19	£36464
50kWh (136) auto Icon Long	160	11.2	0	19	£33129

Proace Verso Electric - 4959-5309x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Icon Medium 8st	143	12.1	0	N/A	£45769
75kWh (136) at Design Medium 8st	143	12.1	0	N/A	£49263
75kWh (136) auto Icon Long 9st	143	12.1	0	N/A	£46477
75kWh (136) auto Design Long 8st	143	12.1	0	N/A	£53766
75kWh (136) auto Excel Long 7st	143	12.1	0	N/A	£55866

Yaris Cross - 4180x1765mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	64.1	11.2	100	11	£25530
1.5 VVT-i Hybrid (116) auto Design	64.1	11.2	102	12	£27130
1.5 VVT-i Hybrid (116) auto Excel	64.1	11.2	112	12	£30565
1.5 VVT-i Hybrid (116) at GR Sport	64.1	11.2	112	12	£31320
1.5 VVT-i Hyb (116) at AWD Excel	55.3	11.8	115	12	£32925

C-HR - 4362x1832mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	60.1	10.2	105	20	£31300
1.8 VVT-i Hybrid (140) auto Design	58.9	10.2	108	20	£34695
1.8 VVT-i Hybrid (140) auto Excel	57.7	10.2	110	22	£38160
2.0 VVT-i Hybrid (197) at GR Sport	57.7	8.1	110	27	£40655
2.0 VVT-i PHEV (223) auto Design	353.1	7.2	19	25	£39145
2.0 VVT-i PHEV (223) auto Excel	353.1	7.2	19	27	£42610
2.0 VVT-i PHEV (223) at GR Sport	353.1	7.2	19	26	£43540

bZ4X - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (201) auto Pure FWD	318	7.5	0	35	£42860
71.4kWh (201) auto Motion FWD	313	7.5	0	36	£45210
71.4kWh (215) auto Motion AWD	286	6.9	0	38	£47810

Vision: add £3600 to Motion

RAV4 - 4600x1855mm
Euro NCAP: ★★★★★ **Driver Power:** 4th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 VVT-i Hyb (218) at Design FWD	50.4	8.4	129	26	£39885
2.5 VVT-i Hyb (222) at Design AWD	48.7	8.1	131	28	£42270
2.5 VVT-i PHV (306) at Design AWD	282.4	6.0	22	36	£44175

Excel: add £2985 to Design (not PHEV) **GR Sport:** add £4545 to Hybrid Design AWD, add £4815 to PHEV Design

Land Cruiser - 4925x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) auto Invincible	26.4	10.9	276	48	£74995
2.8 D-4D (204) auto First Edition	26.4	10.9	276	49	£79995

Hilux - 5325x1855-1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) D Cab Invincible	33.2	10.1	223	45	£41960
2.8 D-4D (204) D Cab Invincible X	33.2	10.1	225	45	£46020
2.8 D-4D mHEV (204) at DC Invinc	30.0	10.7	259	45	£43127
2.8 D-4D mHEV (204) at DC Invinc X	30.0	10.7	259	45	£47542
2.8 D-4D (204) at D Cab GR Sport	30.0	10.7	N/A	45	£49750
2.8 D-4D (204) at Invincible X AT35	30.0	10.7	N/A	45	£73940

VAUXHALL

Dealers: 338 **Warranty:** 3 yrs/60000 mls

Corsa - 4055x1765mm
Euro NCAP: ★★★★ **Driver Power:** 48th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Yes	54.3	9.9	118	N/A	£18505
1.2 Turbo (100) Design	54.3	9.9	117	20	£20535
1.2 Turbo (100) GS	54.3	9.9	117	19	£22915
1.2 Turbo (100) auto Design	51.4	10.2	125	19	£22265
1.2 Hybrid (100) auto Design	61.4	10.7	102	19	£22900
1.2 Hybrid (100) auto GS	62.8	10.7	104	19	£25280
1.2 Hybrid (136) auto GS	60.1	8.6	106	25	£26250
1.2 Turbo (130) auto GS	49.6	8.7	127	23	£25615
50kWh (136) auto Yes	221	8.2	0	N/A	£26895
50kWh (136) auto Design	219	8.2	0	28	£29045
50kWh (136) auto GS	214	8.2	0	26	£31230
54kWh (156) auto Design	246	8.2	0	30	£30440
54kWh (156) auto GS	246	8.2	0	28	£32625

Ultimate: add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric

Astra - 4374x1860mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Design	51.4	10.5	123	16	£26970
1.2 Turbo (130) Design	51.4	9.7	123	17	£27570
1.2 Turbo (130) GS	51.4	9.7	124	19	£29865
1.2 Turbo (130) auto Design	50.4	9.7	127	18	£29070
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£31415
1.2T Hybrid (136) auto Design	60.1	9.0	106	20	£30035
1.2T Hybrid (136) auto GS	60.1	9.0	109	20	£32330
1.6 PHEV (180) auto GS	256.0	9.3	24	24	£37935
1.6 PHEV (225) auto GSe	256.0	7.5	25	31	£41800
54kWh (156) auto Design	254	9.2	0	26	£34945
54kWh (156) auto GS	254	9.2	0	26	£37240

Sports Tourer estate: add £2200
Ultimate: add £3115 to GS 1.2T/PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric

Combo Life Electric - 4403-4753x1921mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Design	211	11.7	0	21	£32180
50kWh (136) auto Ultimate	210	11.7	0	22	£34695
50kWh (136) auto Design XL 7st	213	11.7	0	23	£33080
50kWh (136) auto Ultimate XL 7st	208	11.7	0	23	£35595

Vivaro Life Electric - 4956-5306x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (136) auto Combi	84	14.3	0	36	£37145
49kWh (136) auto XL Combi	84	14.3	0	36	£43725
75kWh (136) auto Combi	133	14.3	0	36	£43725
75kWh (136) auto XL Combi	133	14.3	0	36	£48795

Design: add £5605 to 75kWh Combi
Ultimate: add £5325 to Design

Mokka - 4151x1791mm
Euro NCAP: N/A **Driver Power:** 34th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (136) Design	49.5	8.9	129	22	£24705
1.2 Turbo (136) GS	49.5	8.9	129	21	£25905
1.2 Turbo (130) auto Design	45.5	8.9	139	22	£26305
1.2 Turbo (130) auto GS	46.3	8.9	138	21	£27505
1.2 Hybrid (136) auto Design	58.8	8.2	108	24	£27305
1.2 Hybrid (136) auto GS	57.6	8.2	110	23	£28505
54kWh (156) Design	249	9.0	0	24	£33245
54kWh (156) GS	250	9.0	0	23	£35905

Ultimate: add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric

Frontera - 4385x1795mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto Design	53.3	11.0	119	17	£23495
1.2 Hybrid (100) auto GS	53.3	11.0	120	19	£25395
1.2 Hybrid (136) auto Design	53.3	9.0	119	22	£25005
1.2 Hybrid (136) auto GS	53.3	9.0	120	23	£26905
44kWh (113) auto Design	186	12.1	0	16	£23495
44kWh (113) auto GS	186	12.1	0	17	£25395

Seven seats: add £550 to 1.2 GS

Grandland - 4477x1856mm
Euro NCAP: ★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Design	50.4	10.2	124	N/A	£34700
1.2 Hybrid (136) auto GS	51.4	10.2	124	N/A	£36650
1.2 Hybrid (213) auto Ultimate	51.4	10.2	124	N/A	£38400
73kWh (213) auto Design	318	9.0	0	35	£40995
73kWh (213) auto GS	323	9.0	0	36	£43145
73kWh (213) auto Ultimate	318	9.0	0	36	£45195

VOLKSWAGEN

Dealers: 223 **Warranty:** 3 yrs/60000 mls

Polo - 4074x1751mm
Euro NCAP: ★★★★★ **Driver Power:** 41st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (80) Life	52.7	15.6	122	1	£21210
1.0 TSI (95) Life	55.2	10.8	116	8	£22150
1.0 TSI (95) R-Line	55.1	10.8	117	11	£24550
1.0 TSI (95) auto Life	52.7	11.5	122	8	£23585
1.0 TSI (95) auto R-Line	52.3	11.5	123	11	£25985
1.0 TSI (115) auto R-Line	52.3	9.8	123	11	£27210
2.0 TSI (207) auto GTI	43.1	6.5	149	23	£30430

Match: add £690 to 1.0 TSI Life
Style: add £2400 to 1.0 TSI (95) Life

Golf - 4284x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	53.1	9.9	121	17	£27760
1.5 TSI (115) Match	51.9	9.9	124	17	£27935
1.5 eTSI (115) auto Style	53.4	9.9	120	18	£31010
1.5 TSI (150) Match	51.0	8.6	126	21	£29075
1.5 TSI (150) R-Line	50.7	8.6	127	21	£31100
1.5 eTSI (150) auto Match	53.1	8.4	121	22	£30665
1.5 eTSI (150) auto R-Line	52.6	8.4	122	22	£32690
1.5 TSI PHEV (204) auto Match	1000.4	7.2	6	26	£36140
1.5 TSI PHEV (272) auto GTE	795.6	6.6	8	30	£40330
2.0 TSI (265) auto GTI	39.6	5.9	162	31	£40025
2.0 TSI (300) auto GTI Clubsport	37.4	5.6	171	31	£42780
2.0 TSI (333) auto 4MOTION R	34.9	4.6	184	33	£44535
2.0 TDI (115) Match	63.5	10.2	115	19	£29730
2.0 TDI (150) auto R-Line	60.5	8.0	122	24	£34500

Style: add £1475 to Match (not 1.5 TSI 115, 2.0 TDI) **Black Edition:** add £1000 to R-Line **R Black Edition:** add £1250 to R

Golf Estate - 4633x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	52.5	10.2	123	17	£29195
1.5 eTSI (115) auto Life	53.9	10.3	119	17	£30785
1.5 TSI (150) Life	51.5	8.8	125	21	£30325
1.5 TSI (150) Style	50.2	8.8	128	22	£31995
1.5 eTSI (150) auto Life	53.7	8.6	120	22	£31915
1.5 eTSI (150) auto Style	52.3	8.6	123	23	£33585
2.0 TSI (333) auto 4MOTION R	34.6	4.8	185	33	£45970
2.0 TDI (115) Life	64.4	10.5	115	19	£30990
2.0 TDI (150) auto Style	59.5	8.4	124	24	£35390

R-Line: add £540 to Style

ID.3 - 4261x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Essential	241	8.2	0	26	£30850
58kWh (204) auto Pro Essential	269	7.6	0	26	£35730
77kWh (204) auto Pro S Essential	346	8.2	0	26	£39220
79kWh (326) auto GTX Performance	369	5.7	0	34	£46315

Match: add £710-£1360 to Essential

Passat Estate - 4917x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto Life	51.8	9.2	124	25	£39610
1.5 eTSI (150) auto Elegance	51.5	9.2	125	26	£42705
1.5 eTSI (150) auto R-Line	50.0	9.2	129	26	£43955
2.0 TSI (204) auto R-Line	40.4	7.5	159	N/A	£47035
1.5 TSI PHEV (204) auto Life	755.1	8.1	9	30	£44335
1.5 TSI PHEV (204) auto Elegance	731.1	8.1	9	32	£47430
1.5 TSI PHEV (204) auto R-Line	727.6	8.1	9	32	£48680
1.5 TSI PHEV (272) auto Elegance	723.8	7.1	9	34	£50150
1.5 TSI PHEV (272) auto R-Line	694.6	7.1	9	34	£51200

ID.7 - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	381	6.5	0	38	£51580
86kWh (286) auto Pro S Match	436	6.6	0	39	£55480
86kWh (340) auto 4MOTION GTX	365	5.4	0	41	£62010

ID.7 Tourer - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	373	6.6	0	38	£52270
86kWh (286) auto Pro S Match	424	6.7	0	38	£56170
86kWh (340) auto 4MOTION GTX	358	5.5	0	41	£62700

Touran - 4527x1829mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) Match	44.4	8.9	145	18	£39960
1.5 TSI (150) auto Match	43.1	8.9	149	18	£41260
1.5 TSI (150) auto SEL	43.6	8.9	148	18	£40805

R-Line: add £1480 to SEL

ID.Buzz - 4962-4712x1985mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
79kWh (286) auto Life SWB	283	7.6	0	37	£59035
79kWh (286) auto Style SWB	277	7.6	0	40	£63835
79kWh (340) at 4MOTION GTX SWB	255	6.1	0	42	£67435
86kWh (286) auto Life LWB	293	7.9	0	37	£59545
86kWh (286) auto Style LWB	286	7.9	0	40	£64345
86kWh (340) at 4MOTION GTX LWB	282	6.4	0	42	£67945

Six seats: add £150 to SWB

Caddy - 4500-4853x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SWB	43.5	11.9	149	8	£28345
1.5 TSI (116) California SWB	42.2	11.9	153	8	£35683
1.5 TSI (116) auto Life SWB	42.2	11.9	153	10	£33897
1.5 TSI (116) auto California SWB	41.5	11.9	155	10	£37891
2.0 TDI (102) SWB	53.3	13.5	140	9	£30059
2.0 TDI (102) Life SWB	52.3	13.5	141	9	£32927
2.0 TDI (122) auto SWB	51.4	11.4	145	12	£33619
2.0 TDI (122) auto Life SWB	50.4	11.4	146	12	£36487
2.0 TDI (122) auto California Maxi	49.6	11.4	150	12	£42364

Maxi: add £1003-£1378 to SWB

Multivan - 4973-5173x1941mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TSI (204) auto Style	31.7	9.0	202	36	£63121
2.0 TSI (204) auto Style Long	31.7	9.0	203	37	£64561
2.0 TDI (150) auto Life	43.8	11.6	169	26	£48375
2.0 TDI (150) auto Style	43.5	11.6	171	30	£59650
2.0 TDI (150) auto Life Long	43.5	11.6	170	28	£49815
2.0 TDI (150) auto Style Long	42.8	11.6	172	28	£61090

Grand California - 5986-6836x2040mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (177) auto 600 3.5t	26.2	N/A	285	N/A	£82030
2.0 TDI (177) auto 600 3.88t	25.9	N/A	286	N/A	£82690
2.0 TDI (177) auto 680 3.88t	25.9	N/A	287	N/A	£84718

Taigo - 4266x1757mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	51.8	11.1	123	12	£24550
1.0 TSI (115) Life	53.4	9.9	120	14	£25385
1.0 TSI (115) Black Edition	51.3	9.9	126	14	£29770
1.0 TSI (115) auto Life	51.1	10.2	126	14	£26980
1.0 TSI (115) auto Style	50.4	10.2	128	14	£29920
1.0 TSI (115) auto R-Line	50.4	10.2	128	14	£30875
1.5 TSI (150) auto R-Line	48.6	8.2	132	22	£32370

Match: add £175 to Life
Black Edition: add £490 to R-Line

T-Cross - 4235x1782mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	50.2	11.3	127	9	£24895
1.0 TSI (115) Life	51.8	10.1	124	10	£25740
1.0 TSI (115) Style	50.8	10.1	127	10	£28550
1.0 TSI (115) R-Line	51.0	10.1	126	10	£28715
1.0 TSI (115) auto Life	49.7	10.3	130	10	£27350
1.0 TSI (115) auto Style	48.9	10.3	132	10	£30210
1.0 TSI (115) auto R-Line	49.1	10.3	131	10	£30370
1.5 TSI (150) auto Style	47.1	8.4	136	16	£31660
1.5 TSI (150) auto R-Line	47.2	8.4	136	16	£31825

Match: add £175 to Life
R-Line: add £935 to Style
Black Edition: add £500 to R-Line

T-Roc - 4236x1819mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Life	48.9	10.1	132	18	£29045
1.0 TSI (115) Style	48.8	10.1	132	18	£31320
1.5 TSI (150) Life	47.3	8.4	136	17	£30615
1.5 TSI (150) Style	47.4	8.4	136	17	£32890
1.5 TSI (150) auto Life	46.8	8.3	138	18	£32355
1.5 TSI (150) auto Style	46.8	8.3	137	18	£34630
2.0 TSI (190) auto 4MOTION R-Line	38.7	6.8	166	24	£40245
2.0 TSI (300) auto 4MOTION R	33.6	4.9	191	35	£43740
2.0 TDI (150) auto R-Line	56.4	8.8	131	19	£39175

Match: add £175 to Life **R-Line:** add £1615 to Style (not 1.0 TSI 115)
Black Edition: add £1000 to R-Line 1.5 TSI 150 **R Black Edition:** add £1250 to R

T-Roc Cabriolet - 4271x1811mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Style	46.4	11.3	138	14	£35405
1.5 TSI (150) Style	45.1	10.0	142	19	£36920
1.5 TSI (150) R-Line	45.5	10.0	141	19	£39540
1.5 TSI (150) auto Style	44.9	9.4	143	20	£38620
1.5 TSI (150) auto R-Line	45.2	9.4	142	20	£41240

ID.4 - 4584x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Match Pure	221	9.0	0	23	£39580
77kWh (286) auto Match Pro	339	6.7	0	33	£44390
77kWh (286) at 4MOTION Match Pro	325	6.6	0	39	£46110
77kWh (340) auto 4MOTION GTX Ed	319	5.4	0	39	£52235

ID.5 - 4599x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Match Pure	226	8.9	0	25	£41080
77kWh (286) auto Match Pro	344	6.7	0	35	£45890
77kWh (340) auto 4MOTION GTX Ed	327	5.4	0	41	£53735

Tiguan - 4539x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (130) auto Tiguan	46.3	10.6	139	18	£35105
1.5 TSI (130) auto Life	45.7	10.6	141	18	£36950
1.5 TSI (150) auto Life	45.3	9.1	142	21	£37750
1.5 TSI (150) auto Elegance	45.3	9.1	142	22	£40320
1.5 TSI (150) auto R-Line	43.7	9.1	147	22	£40725
1.5 TSI PHEV (204) auto Life	707.0	8.2	9	27	£42555
1.5 TSI PHEV (204) auto Elegance	714.5	8.2	9	28	£45125
1.5 TSI PHEV (204) auto R-Line	646.5	8.2	10	28	£45530
1.5 TSI PHEV (272) auto R-Line	672.8	7.2	11	31	£48250
2.0 TSI (204) auto 4MOTION R-Line	36.4	7.1	176	29	£45605
2.0 TSI (265) auto 4MOTION R-Line	33.2	5.9	193	32	£48570
2.0 TDI (150) auto Life	52.2	9.4	142	22	£38950
2.0 TDI (150) auto Elegance	52.1	9.4	142	23	£41520
2.0 TDI (150) auto R-Line	51.1	9.4	145	23	£41925

Match: add £175 to Life

Tayron - 4792x1853mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto Life	44.1	9.4	146	25	£39850
1.5 TSI (150) auto Elegance	44.1	9.4	146	25	£42420
1.5 TSI (150) auto R-Line	42.9	9.4	150	25	£42825
1.5 TSI PHEV (204) auto Life	696.0	8.6	9	30	£43905
1.5 TSI PHEV (204) auto Elegance	698.7	8.6	9	30	£46475
1.5 TSI PHEV (204) auto R-Line	614.4	8.6	10	30	£46880
1.5 TSI PHEV (272) auto R-Line	625.9	7.3	10	33	£49600

Match: add £500 to Life PHEV
R-Line Edition: add £500 to R-Line PHEV

Touareg - 4902x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TSI PHV (381) auto 4MT Eleg	113.1	5.9	57	47	£71280
3.0 V6 TSI PHV (462) auto 4MOT R	115.4	5.2	56	49	£82840
3.0 V6 TDI (286) auto 4MOT Black Ed	34.4	6.4	215	45	£72875

Amarok - 5390x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (170) 4MOTION Life	33.6	11.6	221	N/A	£42114
2.0 TDI (205) auto 4MOTION Life	32.5	10.5	227	N/A	£43722
2.0 TDI (205) auto 4MOTION Style	32.1	10.5	230	N/A	£52560
3.0 V6 TDI (240) auto 4MOT Style	28.0	9.0	264	N/A	£55650
3.0 V6 TDI (240) at 4MOT Panam	28.0	9.0	265	N/A	£58434
3.0 V6 TDI (240) at 4MT Aventura	28.0	9.0	265	N/A	£59418

VOLVO

Dealers: 117 **Warranty:** 3 yrs/60000 mls

V60 - 4778-4784x1916mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B4 (197) auto Plus	44.8	7.2	143	31	£43370
2.0 B4 (197) auto Ultra	44.8	7.2	144	31	£48070
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	17	42	£50935
2.0 T8 PHEV (455) auto Ultra AWD	352.6	4.4	18	42	£57635

V90 - 4945-4959x1895-1929mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	18	42	£62280
2.0 T8 PHEV (455) auto Ultra AWD	313.4	4.5	20	42	£70780

EX30 - 4233x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (272) at Single Motor Core	209	5.4	0	35	£32850
51kWh (272) at Single Motor Plus	209	5.4	0	36	£35150
69kWh (272) at Ext'd Range Core	296	5.1	0	37	£37050
69kWh (272) at Ext'd Range Plus	296	5.1	0	38	£39850
69kWh (272) at Ext'd Range Ultra	295	5.1	0	38	£43350
69kWh (428) at Twin Motor Plus	280	3.4	0	40	£42350
69kWh (428) at Twin Motor Ultra	279	3.4	0	41	£45850

EC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Plus	300	6.9	0	34	£52555
78kWh (252) at Ext'd Range Plus	346	6.9	0	35	£54305
78kWh (252) at Ext'd Range Ultra	341	6.9	0	37	£58355
82kWh (408) at Twin Motor Plus	340	4.5	0	40	£57805
82kWh (408) at Twin Motor Ultra	336	4.5	0	41	£61855
82kWh (442) at Twin Perf Plus Black	337	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	336	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

EX40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Core	296	6.9	0	35	£45955
69kWh (238) at Single Motor Plus	294	6.9	0	35	£52555
78kWh (252) at Ext'd Range Core	343	6.9	0	36	£47705
78kWh (252) at Ext'd Range Plus	341	4.6	0	42	£54305
78kWh (252) at Ext'd Range Ultra	332	4.6	0	42	£58355
82kWh (408) at Twin Motor Plus	332	4.6	0	42	£57805
82kWh (408) at Twin Motor Ultra	323	4.6	0	42	£61855
82kWh (442) at Twin Perf Plus Black	326	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	324	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

XC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** 32nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 B3 (163) auto Core	42.7	8.3	150	23	£36310
1.5 B3 (163) auto Plus	42.7	8.3	149	24	£39810
1.5 B3 (163) auto Ultra	42.7	8.3	153	25	£45220
2.0 B4 (197) auto Plus	42.7	7.3	149	26	£40960
2.0 B4 (197) auto Ultra	42.7	7.3	153	27	£45220

Black Edition: add £910 to B3 Plus, add £1160 to B4 Plus, add £250 to Ultra

XC60 - 4708x1999mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	35.7	6.5	175	34	£47615
2.0 B5 (250) auto Plus AWD	35.7	6.5	176	34	£52340
2.0 B5 (250) auto Ultra AWD	35.7	6.5	179	34	£61620
2.0 T6 PHEV (350) auto Core AWD	282.1	5.4	24	22	£56030
2.0 T6 PHEV (350) auto Plus AWD	282.1	5.4	23	22	£60055
2.0 T8 PHEV (455) auto Ultra AWD	282.1	4.6	24	41	£68385

Black Edition: add £1750 to B5/T6 Plus, add £1000 to B5/T8 Ultra

XC90 - 4953x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	32.8	7.3	193	37	£63790
2.0 B5 (250) auto Plus AWD	32.8	7.3	196	38	£68790
2.0 B6 (250) auto Ultra AWD	32.8	7.3	200	39	£75290
2.0 T8 PHEV (455) auto Core AWD	235.1	5.1	30	42	£72650
2.0 T8 PHEV (455) auto Plus AWD	235.1	5.1	31	42	£77650
2.0 T8 PHEV (455) auto Ultra AWD	235.1	5.1	32	43	£84150

EX90 - 5037x2039mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (408) auto Twin AWD	364	5.7	0	50	£96255
111kWh (517) at Twin Perf AWD	360	4.7	0	50	£100555

XPENG

Dealers: 20 **Warranty:** TBC

G6 - 4753x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
66kWh (258) auto Standard Range	270	6.6	0	N/A	£39990
88kWh (285) auto Long Range	354	6.2	0	N/A	£44990

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WHEN I'm not happily driving cars, I'm a grudging train passenger who's regularly ripped off, let down or disillusioned by this much-hyped strike-prone public transport. The customer experience is so underwhelming that my confidence in, and respect for, Britain's heavily subsidised rail industry has rarely – if ever – been lower.

> "WHETHER IT'S ME GIVING UP ON THE TRAIN OR THE TRAIN GIVING UP ON ME, THE 'ALTERNATIVE TO THE CAR' IS AS IMPLAUSIBLE NOW AS IT WAS BACK IN THE NINETIES"

I'm not sure if it's me giving up on the train or the train giving up on me. Either way, the 'alternative to the car' is as implausible now as it was in the nineties, when notoriously hypocritical Transport Secretary John Prescott (a user of two Jaguars) told me to tell you, dear reader, that the train would soon take over as the preferred mode of transport for the average Brit. This was as blatantly untrue then as it is now, not least because the cost of rail travel is exorbitant.

Travel from, say, Cardiff to Aberdeen and the standard single/one-way fare is from £285.50 – more than many flights from the UK to the Far East. People in central London doing short journeys can pay up to £15 per mile. In the Stratford quarter of the capital, passengers can pay up to £2.21 per minute on the fastest trains. A standard annual season ticket from Ebbsfleet, Kent, to St Pancras, 20 miles and minutes up the line, costs £6,000-plus. Add £1,815 for a yearly parking pass and an extra £2,000 for tube or taxi fares and we're talking £10,000 or more per annum. That's enough to buy a decent used car, refuel petrol tanks for several years, or charge an EV at home for well over a decade.

If tickets weren't so prohibitively expensive and responsible for preventing freedom of movement among low-paid workers, students, shoppers, holidaymakers and cash-strapped folk seeking jobs, social lives or both, they'd be comical. But current Transport Secretary Heidi Alexander can still deliver some rail-related hilarity – as she proved with her performance on 25 May, when her Government began renationalising rail services.

"Today marks a new dawn for our railways," she enthused during her away-day on the first renationalised train from London's Waterloo station. Further promises included "moving away from 30 years of failing passengers", who now get "higher standards". She has to be the funniest Transport Sec cum stand-up comedian since Two Jags Prescott.

How so? Because her highly symbolic train ride couldn't be completed by, er, train. It took her four times longer than scheduled. And it was completed only after passengers were embarrassingly turfed off and ordered to complete their journeys in dreaded rail-replacement buses which, in my experience, are even more unpleasant (if that's possible) than iffy trains or railway lines.

If Britain's highest-ranking transport politician believes that this latest fiasco and wallet-busting fares represent "higher standards", she's more out of her depth than I feared.

MIKE RUTHERFORD

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